CYCLE NEWS®

WEST

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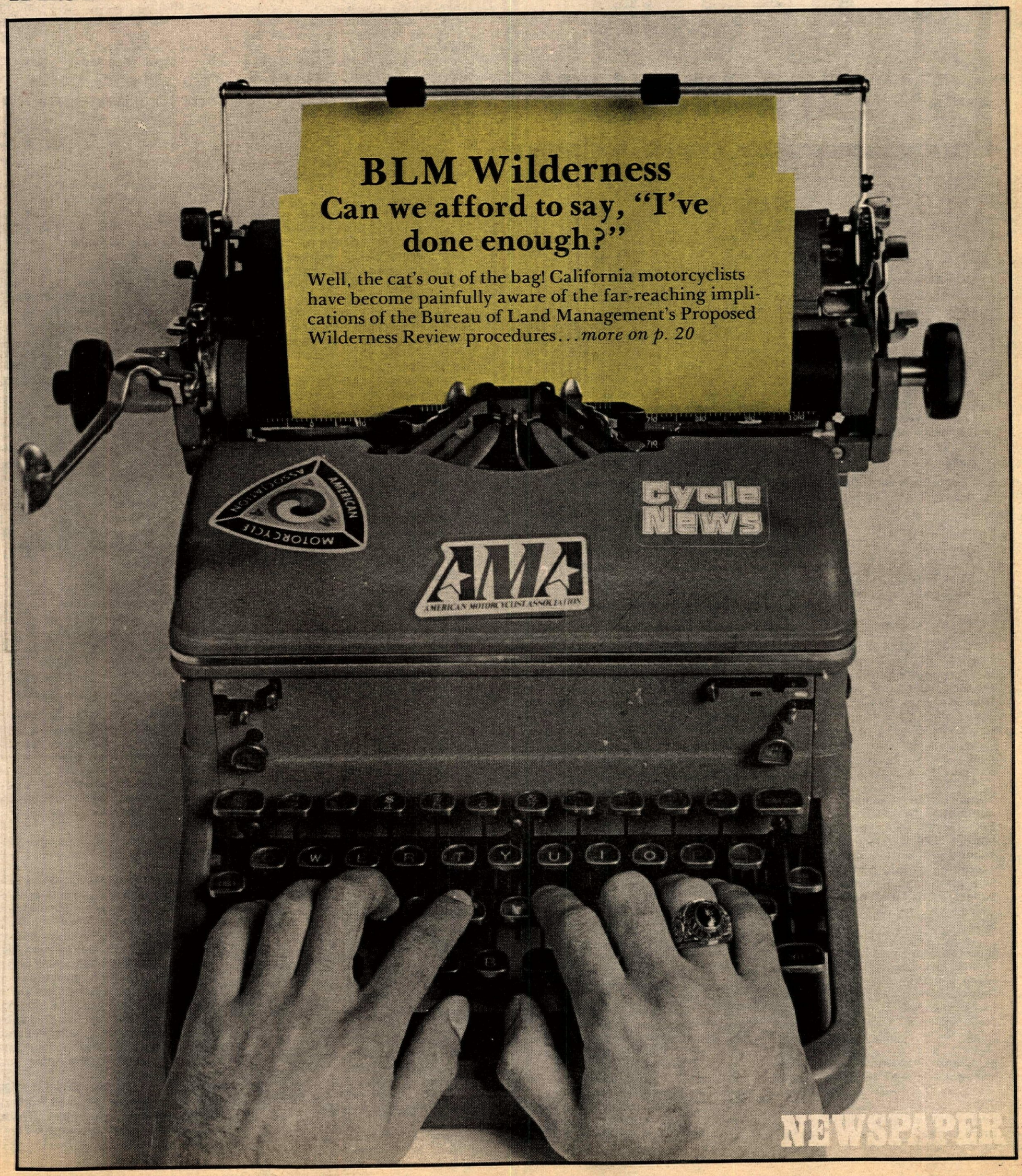

BLM Wilderness

Can we afford to say, "I've done enough?"

Well, the cat's out of the bag! California motorcyclists have become painfully aware of the far-reaching implications of the Bureau of Land Management's Proposed Wilderness Review procedures... *more on p. 20*

NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

AMA
AMERICAN MOTORCYCLIST ASSOCIATION

Dear AMA Member:

With the assistance of *Cycle News West*, we are bringing to your attention a matter of great concern to desert motorcyclists.

The future of motorcycling on public lands is being challenged! The Bureau of Land Management, controlling over 450,000,000 acres of that land, has begun their wilderness review process that could close much of that land to recreational motorcycle use.

Your riding future depends on your actions now! Last week's *Cycle News* contains an article by Rob Rasor, our Associate Director of Government Relations, that explained what is happening and what you can do about it.

Cycle News is helping us by reprinting the article and sending it to our California members. We will be working to keep *Cycle News* up-to-date on the plan so they can keep California riders up-to-date. Please read the article and act now!

We appreciate your support of the AMA and we appreciate your help with this very critical problem.

ED YOUNGBLOOD
Director Government Relations

P.S. Even if you are a road rider, we think this involves you. Today it's the BLM, but tomorrow it may be the Department of Transportation. We're all in this together and we've got to help each other out. *(See p. 20)*

On the list of BLM Wilderness Review meetings on page 21, remember that the first meeting in each city is a formal presentation of procedures from 7 p.m. to 10 p.m. The second day meeting is a workshop with BLM staff lasting from 1 p.m. to 10 p.m. Be there both days and let them know how you feel, but don't shout and scream. Offer positive suggestions.

Yamaha rider Debbie Evans has completed the May 1-6 Scottish Six Days Trial, placing 109th among 220 riders. She scored second in the 175cc class, according to information received in a phone conversation with her sister Donna, and earned a First Class award for finishing in the top 50%.

Bultaco's Martin Lampkin won the Scottish Six Days leading a British sweep. Rob Edwards, a Montesa rider, finished second. Ossa's John Reynolds took third and he was followed by Mick Andrews (Yam), Ulf Karlsson (Mon) and Rob Shepard (Hon).

In Grand Prix motocross, Team Yamaha's Heikki Mikkola topped the May 7 Danish round of the 500cc World Championship MX Series with a double moto victory. Brad Lackey put his Bill Buchka-tuned RC450 Honda into second overall with a 2-3 afternoon. Third was Suzuki's Gerrit Wolsink with a 4-2. Roger DeCoster, also Suzuki, scored a 3-4 fourth. Mikkola leads the series standings with 102 points over Lackey's 92 and DeCoster's 61.

Gaston Rahier led a Team Suzuki 1-2 punch at the May 7 125cc World Championship MX Series round in France. Rahier won both motos, and his teammate Akira Watanabe followed in with a 2-2. Yamaha's Gerard Rond finished third. Rahier's 121 point total leads the series; Watanabe is second with 113. Rond holds down third with 106.

In 250cc World Championship MX Series action, Guennady Moisseev, I. Schneider and Vladimir Kavinov — all on KTM — swept the May 7 Italian round.

Kenny Roberts had a good weekend on the GP road racing circuit. "King Kenny" rode his Yamaha to victory by an 11-second margin over Team Suzuki's Pat Hennen in the May 7 500cc race in France. Barry Sheene scored third. Roberts' win gives him a one-point series lead over Sheene. Kawasaki's Gregg Hansford topped both the 250 and 350cc races; Roberts took second in the 250cc event. Kenny leads the 250cc series; he's 15 points behind Yamaha's Johnny Cecotto in the 750cc class.

Team Suzuki's Drew Smith won the May 7 Burr Oak AMA National Enduro near Sterling, IL. Run in a torrential downpour, the Mid-West National Enduro Riders' event saw KTM rider Jeff Fredette put in a second best ride followed by John Burch on a Yamaha, Kevin Snapp on a Can-Am and Herluf Johnson of Team Suzuki.

The leading rookie going into the San Jose Mile, northern Californian Don Bailey, didn't have a good day at the Santa Clara County Fairgrounds. Bailey was riding with a sore left leg following a tangle at Tulare when he went down with another rider and was cut across the back of the leg by a number plate. Bailey was still running well in his semi until he went high through a turn and lost several places. San Jose put Alabama's Lance Jones into the lead amongst the rookies after Californian Eddie Lawson dropped out of his heat with a busted coil.

Garth Brow's San Jose win marked the first victory for a non-Californian in 1978 Camel Pro competition. In the three other AMA Professional series, the Toyota Supercross and the 125 and 250cc Mr. PiBB National Motocross, the only non-Californians to notch victories have been Jimmy Ellis and Mark Barnett. Californians Steve Eklund, Marty Tripes, Bob Hannah and Broc Glover lead the four series' point standings. And to think that some people don't care how the hell they do it in...

Ted Boody and mechanic Stan Storz are working on a Harley XR750 with a new frame and Ceriani leading-axle forks. So far Boody has only ridden the bike once in practice.

A racing fan named George walked into Champion Motorcycles two days after the AFM Six-hour and presented Whitney Blakeslee with two mercury-tube carburetor balancing tools. One was inscribed "To Champion Motorcycles, Best AFM Six-hour Effort," while the other had the same inscription below Whitney's name. "I never did find out his whole name," said Blakeslee later, "but it certainly was gratifying."

AMA Superbike Production Champion Reg Pridmore will ride a Honda at Bol d'Or on September 16-17. According to Pridmore, he still has to pick his riding partner for the 24-hour Coup d'Endurance event. His bike will use a factory engine in an accessory frame.

Team American Motocross Enterprises (AME) went down to the Spring Motocross in Mexico and walked off with four of the top five placings in the 125 and 250cc International classes. Tim Worth led the charge along with Pat "Hotdog" Hubbs in the 125cc battles, while DG's Wild Willy Simons fought off Dave Haugh and Suzuki West's Gary Denton for the 250cc honors.

Top Mexican finisher in the Mexico Spring Motocross was Javier Hernandez, on a 125cc Yamaha, who scored a fourth and a fifth for fifth overall. Top 250cc Mexican was Jose Marin, scoring fifth overall.

Channel 34, a Mexican UHF station on your boob tube, will televise the Spring Motocross races later throughout California.

Ascot called Papa to announce that Rick Hocking, Steve Morehead, Skip Aksland, Ted Boody, Randy Goss, Dave Aldana, Gary Scott and Corky Keener will be warming up for Ascot's AMA Camel Pro half mile Saturday, May 13 by riding a standard AMA Pro half mile at Ascot the night before.

About the only non-Harley keeping up with the hot V-twins at San Jose was Ron Wood's Norton, piloted by Alex Jorgensen. Jorgy was leading his heat race until the engine busted on the last lap.

Mescalero Sands South Dune Area A has been designated as closed to vehicle use. The area is located approximately 33 miles east of Roswell, NM, and it's closed to protect the "unique scenic, cultural, biological and geological values of the area" according to the Apr. 27 *Federal Register*.

Don't forget the AMA Grand National Championship/Camel Pro Series half mile at Ascot Saturday night! That's *this* Saturday, May 13. Papa'll see ya there.

Want a $3 discount ticket for the Superbowl of MX? Over 263,000 were mailed out to southern California motorcyclists to be used toward the best $15 seats. If you didn't get one, don't feel left out — just write in and they'll see that you get one of your own. Contact Superbowl of MX, P.O. Box 1523, Laguna Beach, CA 92652. Or phone 714/494-6568.

Like to ride two-day ISDT-style trials? Like to drive long distances? Boy, has the Canadian Motorcycle Association got a deal for you! They've scheduled a Canadian Qualifier for July 8-9 in Barrie, Ontario. More info is available from Mrs. I. Matthews, Barrie Motorcycling Association, Inc., RR #1, Stroud, Ontario, LOL 2MO 705/436-1620.

Carter Alsop, who recently found an apartment and moved to southern California, was a first-time mile spectator at San Jose. Another famous celebrity spectating at his first mile race was announcer Larry Huffman. "Those guys *are* serious!" said Huffman.

Saddleback Park and Scholastic Association of Motosports (SAM) have brought the High School Motocross races for the month of May to the big front track instead of the back high school track. Entries were raised to $10 for the special month's racing.

All beer sales records at San Jose were broken. Warm day.

The Society of Automotive Engineers has just published a book entitled "Motorcycle Dynamics and Rider Control." Resulting from a special session held in March 1978 during SAE's annual meeting, the book inlcludes 10 papers and a bibliography which provides an indication of the state-of-the-art of motorcycling analysis and testing. Because papers are included by engineers as well as experienced riders, problems which face the rider are linked to the tools and solutions available to the engineering analyst. Send $13.95 (for non-SAE-members) to Society of Automotive Engineers, Dept. 729, 400 Commonwealth Dr.,

(Continued to page 15)

He's down!

He's up!

He wins!

Fans are still buzzing about Mark Barnett's wild ride in the AMA 125 MX Nationals at Omaha, Neb.

With just 3 laps to go in the second moto, Mark had his Screaming Yellow Suzuki right on the leader's tailpipe.

Suddenly, Mark went down. By the time he got back in the chase, he was a full 12 seconds behind.

Riding like a man possessed, he caught the leader in the last lap. And blasted by to take the checkered flag and his second straight series win.

(Whew!) What a rider! What a bike!

Makes you wanna' buzz down to your Suzuki Dealer and grab an RM-125, doesn't it?

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ON THE FRONT PAGE: "BLM Wilderness: Can we afford to say, I've done enough?" No. The reason why is on p. 20. Photo by Charles Morey.

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VOICES OF THE WEST

Six-Hour sentiments

Your "coverage" of the AFM Six-Hour at Ontario was conspicuous in its near-absence. With over 100 teams entered (and more turned away) and close to 1000 participants by the time you count pit crews, scorers, officials and extra riders, the Six Hours of Ontario ranks as one of the biggest club races in the country and certainly deserved more than two columns and one badly cropped picture.

We've talked with Mr. Ulrich who wrote the piece, and I know that he sent you a much more comprehensive story and that he was extremely disappointed by the shortened, badly edited final version which appeared.

Besides the number of participants (and the number of potential readers) involved, the Six-Hour warranted more attention for a couple of other reasons. One was the rain, which added drama and an element not seen in SoCal roadracing for years. Also, endurance racing is experiencing a huge surge in popularity, and it speaks poorly for *Cycle News* that you have either failed to recognize this fact or chosen to ignore it by giving such brief, badly edited, superficial coverage of the AFM Six-Hour, which is the second most important U.S. race of this type and the biggest one in your region.

We, and many of the people we've talked to, hope to see supplemental coverage in a future issue.

ART FRIEDMAN
JEFF KARR
Cycle Guide Magazine
Compton, CA

You're right. The AFM Six-Hour does deserve more recognition than we — with our limited space restrictions — could give it. Likewise, the report on Ascot's Bates Pro Series event that shared the same page. And the D-37 desert stuff. And the NMA mini-stuff. And the Saddleback, Carlsbad, AME, CMC, CRC, AMC, SRA, URA, ATA, ITA, events. And more. Unfortunately, the best we can do sometimes is present a brief, timely news report. We, along with other interested readers, will be watching for your in-depth, colorful coverage in Cycle Guide when it comes out in a few months. . . Editor.

Six-Hour supporter

I would like to thank all the fine people — riders, pit crews and scorers — who participated in the AFM Six-Hour Road Race. The race was excellent. The riders looked like Europeans during the rain, and best of all, there was no serious injuries. The finish, with eight seconds between first and second place after six hours, was hard to believe!

My big question to the southern California-based motorcycle distributors is why don't they support a race with this potential? They could have a manufacturers' show in the infield, free test rides on a controlled portion of the infield, maybe free safety checks of their own brands.

A good mini trade show would complement the race. Let's face it: Six hours is a long time without offering the spectators a chance to enjoy something like a mini trade show and get something to eat or drink and take a break from race watching.

Can the manufacturers meet this once a year challenge?

For the record; I am not an AFM member; this was my fourth year at the Six-Hour; and I've been a bike rider since 1938.

BOB WEST
North Hollywood, CA

Off-road observations

I've been reading *Cycle News* for about a year and want to say thanks for a lot of good stuff.

But what I really wrote to you about is my concern about shutting down the desert. I've been riding out there for quite awhile, and I've watched the sport grow greatly in popularity.

I don't see a lot of damage being done. Granted, there is *some* erosion, but I think that the erosion or other damage *may not* be the reason Uncle Sam doesn't want us out there.

I've never seen anyone out in the desert wearing a backpack. And, as a motorcyclist, I can cover a lot of ground fast! So, I ask, could there be an ulterior motive on behalf of the bureaucrats that are beginning to run (and ruin) our lives? We could be the first of many.

STEVEN PECK
Santa Ana, CA

Anti-Alsop Alabaman

Do not, repeat, *do not* add my name to any Carter Alsop Fan Club. From the sound of her interview and attitude, she seems only high on herself, indifferent to the motorcycle sport which she is using to further her trek through life. Her bending of the facts and misrepresentations is no way to win the hearts of us in the cycle industry who know better.

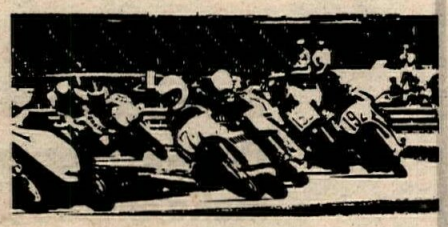
Her statement of "I'm unique and draw lots of attention." is understandable. So would any Charlie's Angel look-alike as the pictures verify. She's busty and cute, a for-sure good looker, but unique? No way. There are many other female competitors across this land of ours: Diane Cox, Sue Fish, Debbie Evans — Experts all (something Alsop is still striving for), not to mention all the other gals whom we'll never hear about.

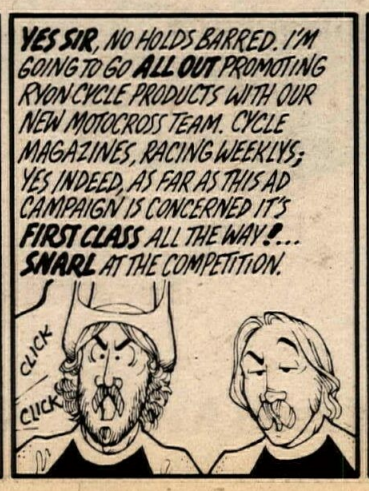
And as for Ms. Alsop being the "first woman to hold an AMA Professional license" — that's bullshit. Across the U.S. at this very moment are some licensed female Novice and Junior riders, and in the Pacific Northwest, year 1975, were *both* a female Novice and Junior racer.

Who can forget the darling from Salem, OR, Diane Cox, who was one lap away from victory in the Trophy Race at the '76 San Jose Mile, when she crashed her borrowed Gary Scott H-D at better than 100 mph? It is she, and no one else, who was the first AMA Professionally licensed lady Novice, lady Junior, and lady Expert.

Carter Alsop may go far on her good looks. She may continue to model, do movie stunt work, and even go further on her free Dunlop tires. Maybe she'll even find the time somewhere in her new, busy, California life to pursue her racing. But if so, she'd best forget the notion that she's a loner, that she's a pioneer of some sort. 'Cause Carter, baby, there's been some fine ladies there before ya!

JAY K. LACEY
Birmingham, AL





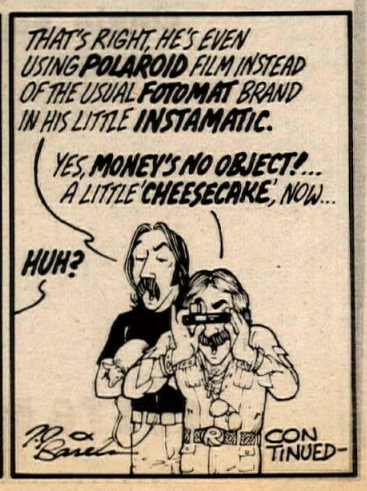


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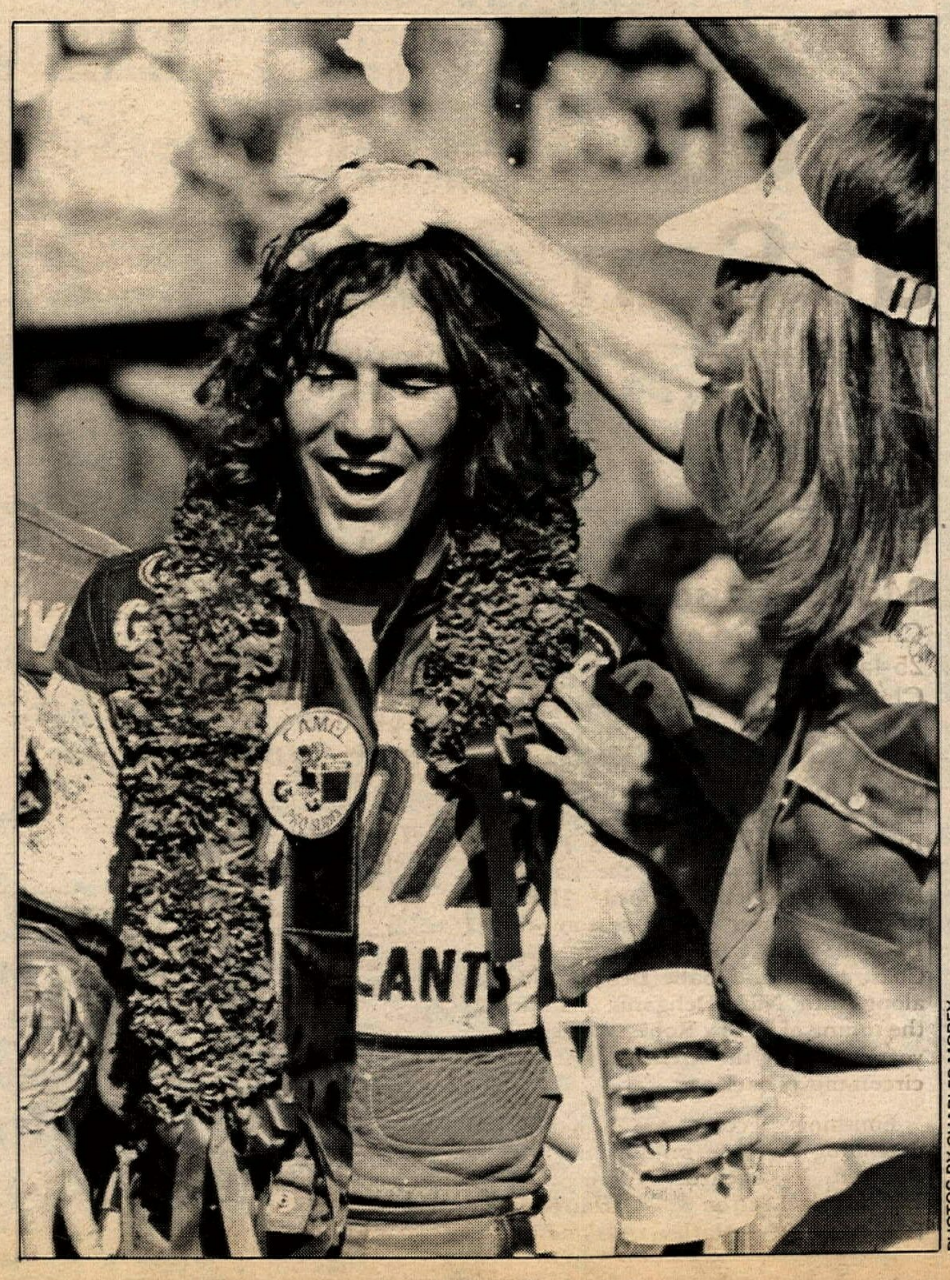
PHOTO BY LARRY LITTLE

Gene Romero (3) led most of the first two laps before he fell in turn four. Behind him in the first turn of the National are Skip Aksland (27), Terry Poovey (18), Ted Boody (12), Steve Eklund (11), Corky Keener (62), Gary Scott (5) and Hank Scott (14).

Steve Eklund (11), Skip Aksland (27) and Jay Springsteen were this close most of the time as they fought for the lead at midway point.

Garth Brow celebrates his second Grand National victory with Miss Camel Pro Lynn Griffis as the champagne starts to flow.



PHOTOS BY CHARLES MOREY

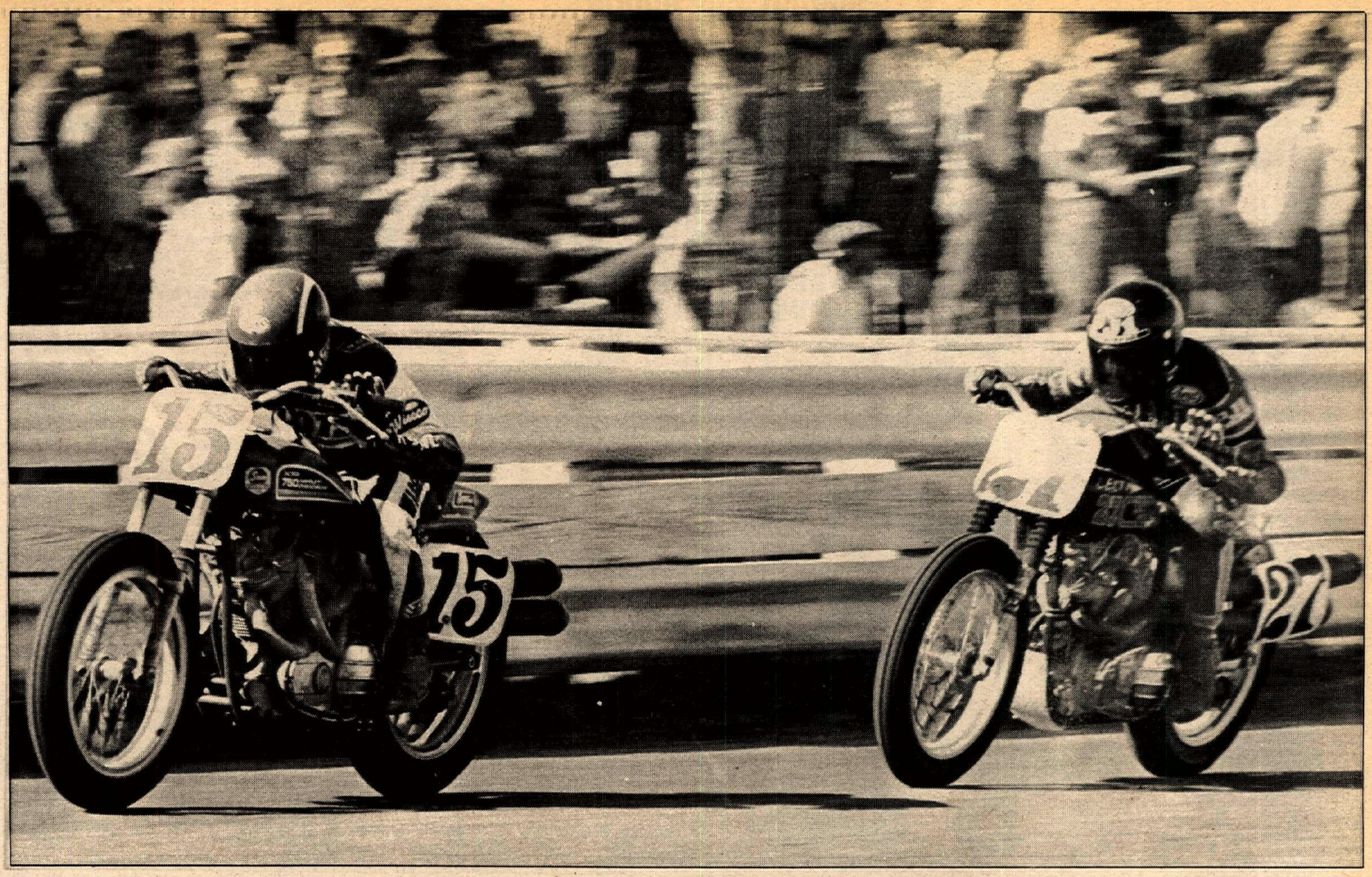


PHOTO BY LARRY LITTLE

Garth Brow (15) and Skip Aksland stayed this close for the final eight laps of the 25-lap San Jose mile. Aksland edged ahead for brief periods, but Brow had the Mert Lawwill- tuned Harley in front at the flag for his second career AMA Grand National win.

AMA Grand National Championship Camel Pro Series — Round four

Brow brings down the roof at San Jose

By Dale Brown

SAN JOSE, CA, MAY 7

Second-year Expert Garth Brow rocketed from the third-row penalty line to take the lead in the late stages of the race and win the American Motorcyclist Association Grand National Championship/Camel Pro Series 25-lap Mile at San Jose's Santa Clara County Fairgrounds.

"We're goin' for number one!" said an exuberant Brow, who made his debut on the Mert Lawwill Harley-Davidson XR750 quite a success. Brow, sponsored by Wiseco Pistons and Klotz Oil, will ride the Lawwill Racing Products-equipped Harley through the rest of the season with Lawwill doing the tuning in West Coast events and Babe DeMay (who, along with Nick Deliganis, handled the tuning of Kenny Roberts' bikes last year) manning the wrenches when the circuit moves back east.

Finishing second to Brow was defending San Jose mile winner Skip Aksland aboard a PJ1 Lubricants/Lectron Carburetors/ D.A.R.T. Dev. Harley. Aksland led much of the race, but wound up short by about 10 feet at the finish.

Third went to Steve Morehead (K&K Insurance/KK Supply H-D) who got a very bad start, worked his way through the pack and then re-passed defending National Champion Jay Springsteen on the start/finish straightaway to take third by half a bike length.

Current Camel Pro Series point leader Steve Eklund came to San Jose with an 11-point lead over Springsteen but left with only a one-point lead after the battery on his Zanotti Enterprises Harley quit while he was involved in a tight and exciting battle for the lead. He wound up 14th, getting only one National point. Aksland moved to within three points of Eklund with his second place finish.

Time trials

Jay Springsteen put his Bill Werner-tuned factory Harley-Davidson into the same qualifying position as the number he carries: number one. His 38.28 time was followed by Brow (38.34), Eklund (38.35), Corky Keener (38.37) and Skip Aksland (38.42).

Heat races

Ted Boody's Stan Storz-tuned factory Harley was first into the first turn of the first heat followed by Aksland and Springsteen. Aksland made his move and took the lead in turn two. Aksland was never headed after that, but behind him was some very interesting racing.

Boody slowed momentarily on the back straight on lap three and found himself behind Springsteen, Gary Scott (KK Motorcycle Supply H-D) and Bubba Rush (Edwards Mtr. Co./ Jemco H-D). Scott and Springsteen spent laps five through nine playing pass and re-pass with the energy of an electrified tomcat until Scott finally made it stick. Boody worked his way up to nip Springsteen at the line for third in a blanket finish that sent Springer to the semi.

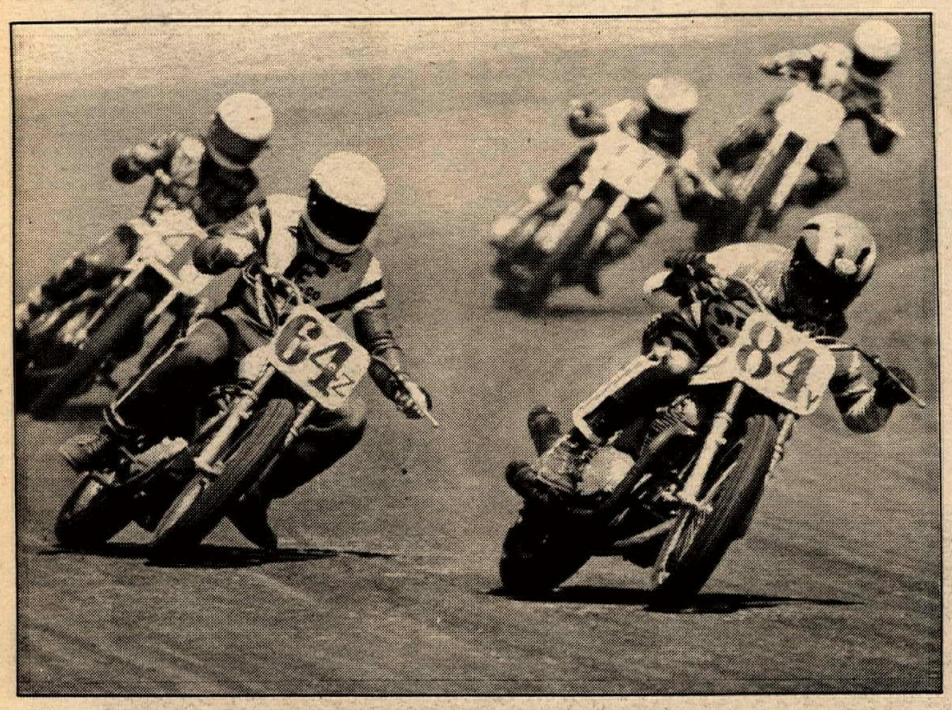
The second heat started with Randy Goss (Bart Markel/Wiseco/Klotz/ Vista Sheen/Full House H-D) and Mike Kidd (Nick Deliganis-tuned H-D, sponsor: "I can't announce anything 'til next week.") leading the pack. Kidd was leading the pack at the end of lap one and kept that position to the finish. Frank Gillespie (Gillespie Racing H-D) held third at the end of lap one, but Brow relieved him of it on lap two. Brow caught Goss on lap four and came to within five feet of Kidd at the flag. Goss held onto third.

Steve Morehead and Eddie Lawson (Shell Racing Specialties Yam) led the third heat pack off the line. However, it was Alex Jorgensen (Ron Wood Nor) who led Morehead and Terry Poovey (Bel-Ray H-D) after one lap. Eklund got a somewhere-in-the-top-10 start, moved to third by the beginning of the fifth lap and swept by Morehead and Jorgensen going into turn three of the same lap. Jorgy repassed Eklund two laps later and appeared to have the win when the Norton slowed on the last lap, the victim of a broken camshaft. Eklund won, followed by Morehead and Poovey.

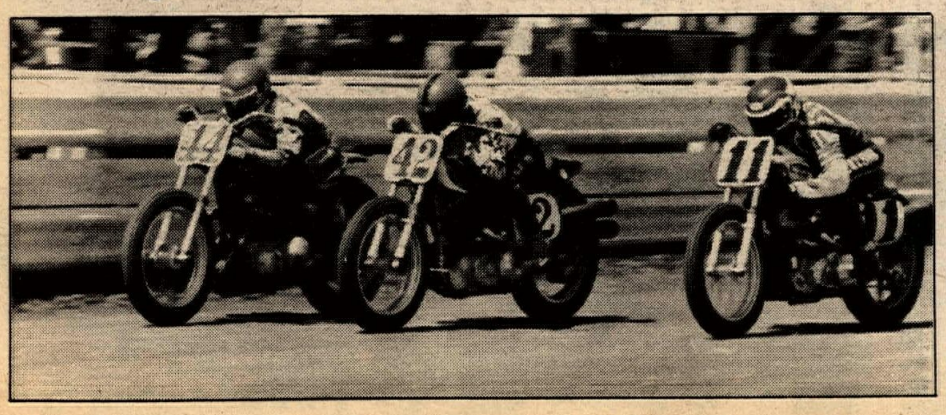
The fourth heat was a battle between veterans Corky Keener (factory H-D) and Gene Romero (Ocean Pacific Sunwear H-D). Keener took the lead on the first lap, but Romero, showing one of his finest dirt track performances in some time, passed him on the second lap. Keener

PHOTOS BY CHARLES MOREY

Rookie Lance Jones leads the second semi freight train of Springsteen (1) and Bubba Rush. Jones won the semi and Springer was second.



(Above) Rod Spencer (84Y) took the Junior win over Buddy Robinson (64Z). (Below) Jorgensen (44), Morehead (42) and Eklund during heat three.



took it back on the fourth lap and the two were side-by-side the rest of the way with Keener winning. Phil McDonald (Team K&N/Bel-Ray/CP.D./R&W Racing Wheels H-D) held third from lap one on.

Semis

Bubba Rush shot into the lead of the first semi, but Rex Beauchamp took it away and rookie Lance Jones (Sure-Fire Distr. H-D) followed Beauchamp into second. Springsteen ran about fourth.

Rush nabbed the lead back but Springsteen made a neat move on lap three to move from fourth to first, followed by Beauchamp, Rush and Jones. Jones then made his neat move the following lap to take the lead ahead of Springer and Rush.

At the end of six, despite some jostling, Jones held the lead in front of Springer and Rush. The first three, still tight, traded about some more with Springer leading on the white flag lap. Jones ducked underneath in the third corner and led Springer and Rush to the flag with the first two going to the National.

Canadian Doug Sehl took the second semi lead with Jim Mertens (BOSS Frame H-D) in second at the end of one lap. Mertens took the lead for a couple of laps, but Sehl reclaimed it back and Mertens found himself behind Hank Scott (Carl Patrick H-D), John Hateley (Hateledy Enterprises H-D) and Scott Pearson (H-D West).

Scott and Hateley moved up on Sehl, and on the sixth lap Hateley had the lead. Scott took it on the seventh but the race was brought to a halt when Pearson slid into the turn one alfalfa bales, with no apparent injury.

On the single-file restart, Scott and Hateley took off first, but Sehl grabbed the lead. He held it for two more as Hateley went high in turns three-four and went to fifth. Scott moved to first and held it, while Bobby Sanders (H-D) passed Sehl. Sehl passed him back and was the last man to make the National.

Junior Invitational

Probably the Nation's fastest Junior, Wayne Rainey, propelled his Shell Racing Specialties Yamaha into the lead at the start. Soon he was gone, a straightaway ahead of the pack.

Just past the halfway point, however, he was gone for good, coasting to a stop out of turn four. As sponsor Shell Thuet explained later, the clutch lever wasn't tightened down securely and it vibrated around on the handlebar, finally shorting out the kill button. Rod Spencer (Yam), who'd worked his way through the pack, settled into second upon Rainey's demise and held off a last-lap challenge by Buddy Robinson (H-D) for the win. Mike Minnig (Yam) was third.

Trophy race

Randy Scott (Davis Race Spec. H-D) had the holeshot, but Bubba Rush took the lead away and was pursued by Scott and Hateley. Scott regained first and shortly afterward, Rush was out with engine problems. Hateley passed Scott and proceeded to build a lead while rookie Jim Mertens worked up to fourth just before midway. Mertens moved into second and then took the lead a few laps later when Hateley slowed and dropped out with engine troubles. Mike Caves (Movin' Mike H-D) took second; Scott was third.

National

The entire 16-rider National field was Harley-mounted. Garth Brow, a little premature in his start, rolled over the line and was sent back to the penalty line. Gene Romero took the lead with Ted Boody and Skip Aksland challenging.

Romero held the lead until he hit a soft spot in turn four the second time around, lost the front end and crashed. Gene was back up and in the race, but well behind the pack.

Aksland picked up the lead with Boody and Eklund second and third. Eklund picked off Boody down the back straight on lap four. Behind Boody were Gary Scott, Randy Goss, Mike Kidd and Corky Keener.

Boody slowed momentarily going into turn three and was passed by Scott and Goss.

Eklund poked his front wheel around Aksland for a few moments on lap six, but Skip held him off. The pack behind them was tightly bunched with Kidd up to third ahead of Gary Scott, Springsteen (who'd started 15th), Brow, Goss and Hank Scott.

Eklund again got in front of Aksland on turn one but Skip used the draft to re-pass heading into three.

Eklund made a pass stick for about a lap when he shot out of Aksland's draft on lap eight. Aksland repeated the procedure a lap later to regain first.

Springsteen passed Scott and Kidd (Kidd, due to the wrong front tire compound choice, would slow in the later laps) and moved on Eklund, passing him in the fourth corner on lap 11. Eklund moved back to Springer's side and repassed him a lap later.

A lap after *that*, Eklund moved back into the lead in turn three. The very same lap, Brow nosed into the leaderboard by passing Springsteen.

Aksland got by Eklund down the back straight on lap 14. The next lap, two things happened: Brow passed Aksland, as did Eklund, but then Eklund slowed when his battery started going sour until he finally dropped out.

Steve Morehead, whose clutch dragged at the start and he was forced to slip the clutch off the line in second with tall mile gearing, had moved to fourth by lap 17. Two laps later he pulled alongside Springer and passed.

Meanwhile, Aksland went around Brow in turn one, but the Michigan rider came right back in turn three. Two laps later — two laps before the finish — Aksland tried again going down the back straight. But Brow shot past in turn three and held the lead to the finish, 10 feet in front of Aksland at the flag.

Springsteen had fallen slightly off Morehead's pace but came roaring back and ducked underneath in turn three of the final lap.

"I wasn't getting too good of a drive off the final turn," said Springer later. He hoped to have position on Morehead out of the turn, but Steve used the draft to shoot in front by a half bike length at the finish.

Behind the front four were Boody, Gary Scott (both of whom spent much of the race trading places), Kidd, Phil McDonald, Lance Jones (who takes over leading rookie honors) and Hank Scott ●

Results

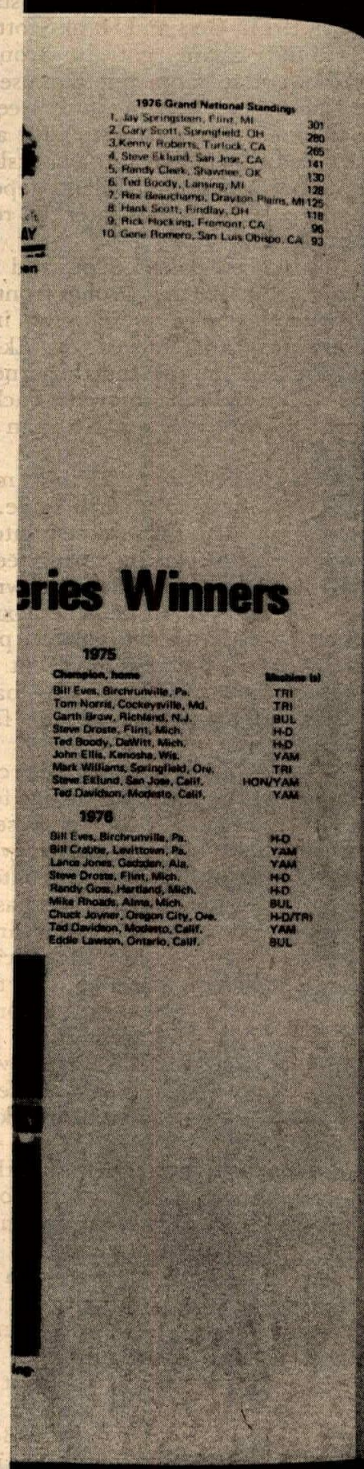
JUNIOR INVITATIONAL: 1. Rod Spencer (Yam). 2. Buddy Robinson (H-D). 3. Mike Minning (Yam). 4. Russ Davis (Yam). 5. Charlie Summers (Yam). 6. Rich DeLacy (Yam). 7. Keith Day (H-D). 8. Don Grigsby (Yam). 9. Steve Monger (Yam). 10. Stevie Brandt (Yam). 11. Mike Kunsman (H-D). 12. Wayne Rainey (Yam).
Winning time 7.54.68-91.836 mph.

TROPHY RACE: 1. Jim Mertins (Yam). 2. Mike Caves (H-D). 3. Randy Scott (H-D). 4. Tom Berry (H-D). 5. Bob Sanders (H-D). 6. Rex Beauchamp (H-D). 7. Lowell Mourac (Tri). 8. Joe Wilson (H-D). 9. John Hateley (H-D). 10. Bubba Rush (H-D).
Winning time 7.46.10-92.685 mph.

25-MILE NATIONAL CHAMPIONSHIP: 1. Garth Brow (H-D). 2. Skip Aksland (H-D). 3. Steve Morehead (H-D). 4. Jay Springsteen (H-D). 5. Ted Boody (H-D). 6. Gary Scott (H-D). 7. Mike Kidd (H-D). 8. Phil McDonald (H-D). 9. Lance Jones (H-D). 10. Hank Scott (H-D). 11. Corky Keener (H-D). 12. Terry Poovey (H-D). 13. Gene Romero (H-D). 14. Steve Eklund (H-D). 15. Doug Sehl (H-D). 16. Don Goss (H-D).
Winning time 15.49.28-94.808 mph.

UNOFFICIAL CAMEL PRO SERIES STANDINGS: 1. Steve Eklund 41. 2. Jay Springsteen 40. 3. Skip Aksland 38. 4. Gary Scott 31. 5. Garth Brow 20. 5. Ken Roberts 20. 6. Terry Poovey 17. 6. Ted Boody 17. 7. John Geannai 16. 8. Steve Morehead 13.

EVERY YEAR THEY TRY TO BEAT THE V-TWIN POWER OF A HARLEY-DAVIDSON.



1976 Grand National Standings

1. Jay Springsteen, Flint, MI	301
2. Gary Scott, Springfield, OH	280
3. Kenny Roberts, Turlock, CA	265
4. Steve Eklund, San Jose, CA	141
5. Randy Cleek, Shawnee, OK	130
6. Ted Boody, Lansing, MI	128
7. Rex Beauchamp, Drayton Plains, MI	125
8. Hank Scott, Findlay, OH	118
9. Rick Hocking, Fremont, CA	96
10. Gene Romero, San Luis Obispo, CA	93

eries Winners

1975

Champion, home	Machine ist
Bill Eves, Birchrunville, Pa.	TRI
Tom Norris, Cockeysville, Md.	TRI
Garth Brow, Richland, N.J.	BUL
Steve Droste, Flint, Mich.	H-D
Ted Boody, Dellitt, Mich.	H-D
John Ellis, Kenosha, Wis.	YAM
Mark Williams, Springfield, Ore.	TRI
Steve Eklund, San Jose, Calif.	HON/YAM
Ted Davidson, Modesto, Calif.	YAM

1976

Bill Eves, Birchrunville, Pa.	H-D
Bill Crabbe, Levittown, Pa.	YAM
Lance Jones, Gadsden, Ala.	YAM
Steve Droste, Flint, Mich.	H-D
Randy Goss, Hartland, Mich.	H-D
Mike Rhoads, Alma, Mich.	BUL
Chuck Joyner, Oregon City, Ore.	H-D/TRI
Ted Davidson, Modesto, Calif.	YAM
Eddie Lawson, Ontario, Calif.	BUL

A.M.A. GRAND NATIONAL CHAMPIONS.

YEAR	MAKE	RIDER	POINTS
1977	HARLEY-DAVIDSON	JAY SPRINGSTEEN	260
1976	HARLEY-DAVIDSON	JAY SPRINGSTEEN	301
1975	HARLEY-DAVIDSON	GARY SCOTT	1358
1974	YAMAHA	KEN ROBERTS	2286
1973	YAMAHA	KEN ROBERTS	2014
1972	HARLEY-DAVIDSON	MARK BRELSFORD	1483
1971	BSA	DICK MANN	1054
1970	TRIUMPH	GENE ROMERO	667
1969	HARLEY-DAVIDSON	MERT LAWWILL	672
1968	TRIUMPH	GARY NIXON	622
1967	TRIUMPH	GARY NIXON	508
1966	HARLEY-DAVIDSON	BART MARKEL	434
1965	HARLEY-DAVIDSON	BART MARKEL	620
1964	HARLEY-DAVIDSON	ROGER REIMAN	503
1963	BSA-MAT	DICK MANN	114
1962	HARLEY-DAVIDSON	BART MARKEL	58
1961	HARLEY-DAVIDSON	CARROLL RESWEBER	62
1960	HARLEY-DAVIDSON	CARROLL RESWEBER	49
1959	HARLEY-DAVIDSON	CARROLL RESWEBER	52
1958	HARLEY-DAVIDSON	CARROLL RESWEBER	36
1957	HARLEY-DAVIDSON	JOE LEONARD	41
1956	HARLEY-DAVIDSON	JOE LEONARD	32
1955	HARLEY-DAVIDSON	BRAD ANDRES	80
1954	HARLEY-DAVIDSON	JOE LEONARD	76

And every year the outcome seems to be the same. The #1 plate goes to a Harley-Davidson® rider. And, in 1977, the Manufacturers' Championship goes to Harley-Davidson. Is V-twin power that devastating? Just check the record. Or talk to the losers.

UNTIL YOU'VE BEEN ON A HARLEY-DAVIDSON, YOU HAVEN'T BEEN ON A MOTORCYCLE.

AMF Harley-Davidson

David Taylor (86) shows the 125cc National field through Motocross 338's sandy first turn in Southwick. Taylor wound up sixth overall with a 6-7 tally. Yamaha's B
Gaylon Mosier (12) earned a 3-3 second overall.

AMA/Mr. PiBB 125/250cc National Championship MX Series — Rounds 5/5

Glover, Hannah sandblast Southwick o

By Jim Gianatsis

SOUTHWICK, MA, MAY 7

Team Yamaha wreaked havoc once again on the National MX circuit as Broc Glover and Bob Hannah built up nearly unbeatable point leads at the midway point of this season's AMA/

Mr. PiBB 125/250cc National Championship MX Series. Both riders crossed the finish line completely unchallenged as the rough and sandy Motocross 338 track in Southwick put their opposition out of contention.

No one was more disappointed than Team Suzuki's Mark Barnett. He watched from the side of the track as his previous week's lead in the 125cc class point standings over reigning champion Broc Glover took a nosedive. Barnett's RA Suzuki sucked sand in through the air filter element, sanding down the piston and rings in both motos until it wouldn't even run.

The sand monster struck in the 250cc class as well, with its victim being Honda's Marty Tripes, the only rider capable of stopping Bob "Hurricane" Hannah's reign in that class. Tripes had the lead over Hannah in both motos when Tripes' production CR250R died on the side of the track from sand inhalation.

The expected battle between the two young stars never materialized, except for an instant at the beginning of the second moto when they were involved in a fantastic six-way battle for the lead which included Chuck Sun, Rich Eierstedt, Pierre Karsmakers and Jimmy Ellis. The clash went on for six crowd-roaring laps before it resolved itself with Marty breaking away from the pack first ahead of Bob. There was some doubt even in Hannah's mind if he would be able to catch Tripes, but the Honda's dying engine helped decide the matter.

For the time being, the unresolved duel between Hannah and Tripes on the outdoor National tracks for the past two weeks remains to be settled. But it will have to be postponed while the series takes a break.

Meanwhile, the Toyota Supercross Series feud will be renewed this coming weekend in Pittsburgh. It will be there that Hannah will try to destroy Tripes' slim three point lead in the Supercross standings.

125cc National

It was clearly Broc Glover's day as he dialed the Jim Felt-prepared OW36 works Yamaha to runaway wins in both motos. Barnett should have stayed home, because he was destined to lose his points lead no matter what. Before his engines destroyed themselves on sand in both motos, Mark got off with last place starts due to a first turn crash in moto one and a fouled plug in the second.

The start of the first race saw a lot of fresh talent up front as David Taylor kept his Suzuki ahead of Broc for half the moto. Just behind them, youngsters Brian Myerscough and Jeff Ward were giving Warren Reid and Gaylor Mosier a battle. It was only a spill by Taylor that allowed Broc to get finally around, take over the lead and the win.

In the second moto, it was Mosier and Myerscough bending handlebars over the lead during the opening laps as Glover slowly eased up behind. Only when the two bogged their engines on the track's big sand uphill was Glover able to use his momentum to an advantage in taking the lead.

Trading paint over fourth spot were LOP's Marty Moates and Danny "Magoo" Chandler on his BJ Suzuki. The heated fight moved Marty all the way up to second spot behind Broc at the finish. Moates' chance for a good overall score though, was ruined by a fouled plug in the first moto. Instead it was Gaylon Mosier pulling off second overall with his Rocky Williams-tuned KX125 Kawasaki factory bike.

250cc National

Marty Tripes was angry. This week marked the second in a row he had to push his way back to the pits allowing the Hurricane an easy romp to victory.

"Nothing is resolved yet. It won't be until Hannah and I get to race an entire moto together side-by-side. Then we'll see who's best," said Tripes.

Marty wasn't the only one having problems. Honda Teamster Jim Pomeroy split his exhaust pipe in a first moto crash, causing his Honda to run lean and eventually seize. Kawasaki's Jammer, Jim Weinert, was a top contender both motos until first a flat tire and then a leaking head gasket put him out.

Helping to provide most of the show were Rich Eierstedt, Chuck Sun, Jim Ellis and Pierre Karsmakers. It was Pierre who put the best combination of motos together to garner second overall on his Yamaha to back up Hannah's 10-straight National moto winning streak.

PHOTOS BY JIM GIANATSIS

lover (1) won both motos. Kawasaki's

Bob "Hurricane" Hannah engaged in some close racing early in the motos (below) with Tripes (27), Karsmakers (34) and Savitski (31) as shown here, but in the end, it was wheelie city while looking over the shoulder for somebody to race with.

position

Don "Killer" Kudalski racked up his best finish so far with sixth overall on the factory Harley. Moto-X Fox's semi-supported Parry Klassen was top privateer on his Maico in seventh, even holding off Tripes for the lead during the first two laps of the day's moto opener. ●

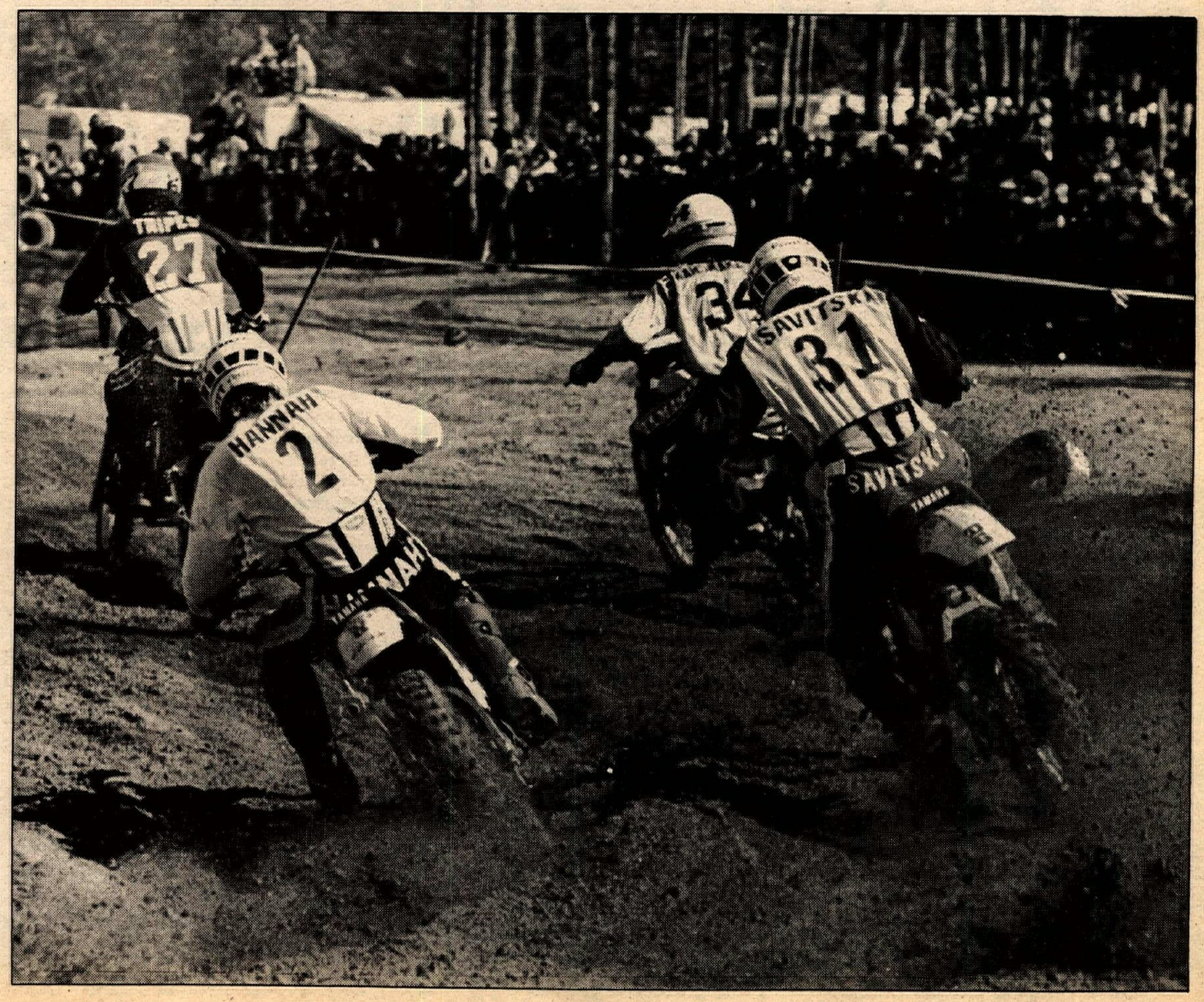
Results

125cc: 1. Broc Glover 1-1 (Yam). 2. Gaylon Mosier 3-3 (Kaw). 3. Brian Myerscough 4-5 (Suz). 4. Warren Reid 2-9 (Suz). 5. Mike Guerra 7-6 (Yam). 6. David Taylor 6-7 (Hon). 7. Kip Pierce 8-8 (Suz). 8. Richard Coon 9-10 (Suz). 9. Marty Moates *-2 (Suz). 10. Jeff Ward 5-17 (Suz). 11. Mark Gregson 11-12 (Suz). 12. Danny Chandler 10-4 (Suz). 13. Steve Morrison 13-14 (Suz). 14. James Meenan 17-11 (Suz). 15. Tod Perkins 16-13 (Yam). 16. Robert Maihos 10-* (Suz). 17. Dan Turner 12-* (Yam). 18. Sam Anderson 18-16 (Hus). 19. Mike Jones 14-* (Yam). 20. Koji Masuda *-15 (Suz).
*Denotes placing outside the top 20.

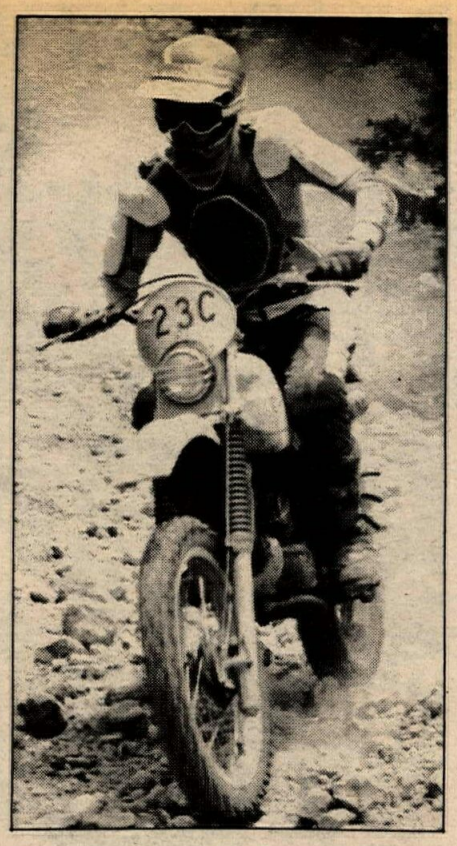
250cc: 1. Bob Hannah 1-1 (Yam). 2. Pierre Karsmakers 3-2 (Yam). 3. Jim Ellis 2-3 (Hon). 4. Chuck Sun 4-4 (Hus). 5. Rich Eierstedt 5-5 (C-A). 6. Don Kudalski 7-7 (H-D). 7. Parry Klassen 6-10 (Mai). 8. John Savitski 12-8 (Yam). 9. Greg Theiss 11-9 (Hon). 10. Dennis Brand 8-13 (Mai). 11. Tony Wanket 13-11 (Yam). 12. Jim Pomeroy *-6 (Hon). 13. David Boles 14-14 (Mai). 14. David Bowman 18-12 (Hon). 15. William Cumbmann 9-* (Mai). 16. Monte Anderson 16-15 (Hon). 17. Jim Weinert 11-* (Kaw). 18. Mark Robillard 15-* (Hon). 19. Mike Loeffler *-16 (Hus). 20. David Clemence 20-17 (KTM).

AMA/Mr. PiBB 125cc NATIONAL CHAMPIONSHIP MX SERIES POINT STANDINGS: 1. Broc Glover (231), 2. Mark Barnett (185), 3. Gaylon Mosier (162), 4. Danny Turner (139), 5. Brian Myerscough (125), 6. (tie) Danny Chandler/Warren Reid (115), 8. Marty Moates (113), 9. Jeff Ward (111), 10. David Taylor (110).

AMA/MR. PiBB 250cc NATIONAL CHAMPIONSHIP MX SERIES POINT STANDINGS: 1. Bob Hannah (250), 2. Jim Pomeroy (162), 3. Pierre Karsmakers (152), 4. Chuck Sun (142), 5. Jimmy Ellis (141), 6. Rich Eierstedt (140), 7. Jimmy Weinert (125), 8. John Savitski (113), 9. Greg Theiss (101), 10. Jim Gibson (80).



Jim Fishback rode his Yamaha to overall victory at Ft. Hood, scoring 2077 points — 23 better than the second best score, Tom Penton's 2100.



Drew Smith put his Suzuki on top of the 175cc class.

Suzuki-mounted Tom Penton topped the 250cc category.

AMA ISDT Qualifier Series

Fishback makes it two in a ro

By Suzie Mann

FORT HOOD, TX, APR. 29-30

Former top desert and speedway racer, Yamaha-mounted Jim Fishback came closer to winning a position on this year's American ISDT team by winning his second American Motorcyclist Association ISDT Qualifier in a row.

Fishback won the event overall and took top spot in the Open class on his 400cc Yamaha by 24 points/seconds in the hotly-contested trial. Second overall in the scoring was 250cc class winner, Team Suzuki's Tom Penton, just 23 points off Fishback's pace. Suzuki's fast Drew Smith topped the 175cc class, while Husqvarna rider Steve Whitworth won the 125cc class and Danny Schuler headed the sparsely-contested 350cc class on a Husqvarna.

This year's event, the sixth annual on the Fort Hood base which is located south of Dallas, was very dry and dusty, exactly opposite from last year's race which was extremely muddy and wet. Last year, several sections were flooded, and only a small loop could be run on the second day of the trial for those who'd survived day one.

The day before the 1978 event was exactly like last year: hot, muggy and 60% chance of thunderstorms predicted for Saturday. The rain and thunderstorms wished for by several of the Eastern riders and Lars Larsson — who did a Swedish rain dance Friday evening — never materialized.

Saturday morning dawned threatening and overcast. The riders dressed for rain as a few drops barely misted the area a few minutes before the 8 a.m. start, not enough moisture to even settle the talcum powder-type dust around the Fort Hood Dirt Riders' clubhouse, site of the impound area and start of the race.

The first of the 290 riders, three on a minute, left to tackle the demanding 175-mile course. Though much land is available on the base, the sponsoring club chose to stick to the slightly higher ground this year to avoid a repeat of last year's mess. The whole event was concentrated in the relatively small area which had been passable last year. Two loops were run twice each day, putting the gas stop checkpoints very close together so the pit crews had no difficulty in moving from one checkpoint to another before their rider was due.

Concentrating the course led to some problems for several of the riders as the trails twisted back and forth very close together in some sections. If you overshot one particular turn or missed the arrows in several spots you could easily get lost and/or pick up the course again and miss one of the checkpoints.

Several riders got lost early in the morning, and the confusion resulted in a couple of head-on collisions. One involved a local photographer who was riding backwards on the course. The photographer narrowly missed one rider and then was nailed by SWM rider Stan Simpson. The photographer ended up with a broken leg; Simpson received a cut mouth, a concussion and retired from the event. Ken Maahs had a head-on with rider Dan McKinney early Saturday morning. Neither rider was seriously injured though the forks on McKinney's bike were folded back near the engine. McKinney retired with a possible dislocated thumb while Maahs carried on until further problems caused his retirement in the afternoon. "We were both on Day Two arrows at the time of the collision," said McKinney. "Ken was getting lost while I was getting *unlost*."

The slower "B" schedule was run the first day allowing most of the good riders from eight to 10 minutes at most of the checkpoints. There was one tight section on the first loop where riders had only three minutes. Dust was the major problem in the morning, until the sun came out and the temperature increased around noon.

The riders had been warned at the riders' meeting the day before to wear enough clothing to help retain body moisture and so avert any dehydration problems. Two weeks prior to Fort Hood, at a National Enduro in Lubbock, Texas, two riders had died from dehydration and heat exhaustion.

There were two special tests each day, plus an acceleration test on Day One. The first, a terrain test, was rough, very rocky and could be dangerous if a rider made any serious mistakes. The second was a two mile-long grass track test, most of which was tricky, tight and contained lurking rocks, trees, stumps, ditches and some off-camber turns. The grass track was a very good test of a rider's ability. The terrain test was run on the second loop the second time around. In the morning on the first pass a rider had a chance to observe the section, which was marked before he had to race through it.

As the tired riders left the last gas stop of the day for the 14-mile run into the finish where the grass track and acceleration tests were located, over half of the field had been eliminated. Just 170 of the 290 starters completed the first day.

The deceiving terrain at Fort Hood always seems to cause some problems. This year, many riders did not realize they'd started the course for the second time until they were almost to the first checkpoint. The passage of over 200 riders changed the trail from the morning.

Coming into the finish, the course hooked to the right through a grove of trees where the arrows were changed to direct the riders into the finish area rather than back out on the course. Unfortunately, when the riders came to that section in the morning several of them had cut the course. There was a trail which continued straight, then picked up the arrows again and cut out the couple hundred-yard section with the clump of trees. While the organizers had changed the markings correctly, they had not put any "W" *(wrong way)* arrows on the trail leading back out to the first checkpoint.

Team Suzuki rider Mike Rosso had told the organizers that he felt there was a potential problem area on that section, that some of the riders could possibly start on a third trip around the course. Rosso was riding on number 32 and by the time the 40s were coming through, it became obvious that there was indeed a problem.

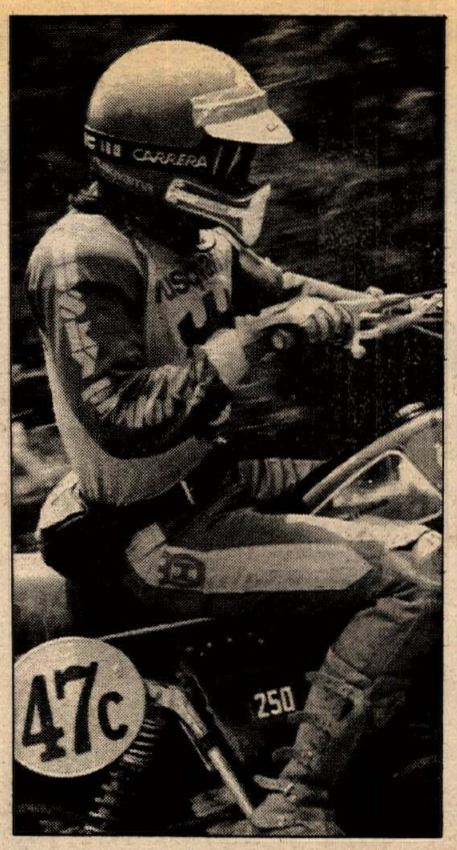
Why it did not start until the 40s is a mystery. Possibly a piece of ribbon in the controversial spot disappeared, or perhaps the trail pace of the 250cc and Open class riders was appreciably faster and contributed to the error. Many of the riders who got lost just followed the dust of the rider in front of them, as they had been doing all day.

None of these was any excuse for losing the course, however. AMA hondo Al Eames, after a long discussion with the club, decided to throw out the final checkpoint time factor, making it merely a point the riders had to reach. Since only 20% of the riders were lost and late at the finish, it was somewhat of a "political decision" according to Eames.

Over three-quarters of last year's ISDT Trophy Team were among the lost riders and close to 15% of those lost are very good ISDT and Two Day competitors. The lost list included Tom Penton, Jack Penton, Gary Yonkins, Max Markowitz, Dave Ashley, Rod Bush, Kevin Lavoie, Carl Cranke and Frank Gallo. A formidable list indeed.

Getting lost cost Alabama Two Day

Carl Cranke wheelied his Yamaha to second in the Open class.



Team Husqvarna — (left to right) Larry Roeseler, Greg Davis and Bob Popiel — won the Manufacturers' Team Trophy with 129 evaluation points.

w at Fort Hood

winner Frank Gallo, who had led the special test scores for the first day, a chance to finish the event. Gallo finally found the road leading back to the finish, after going almost to the first check, and was chased by Military Police. They couldn't catch him, but waited for him at the finish and issued a speeding ticket. The rules state that any rider who receives a traffic violation during the course of the event must be disqualified.

Gallo had to retire. Instead of leading the event by nine seconds, he set up a close battle for the overall among Carl Cranke (1077), Barry Higgins (1078), Jim Fishback (1079) and Jack Penton (1081) who were followed closely by Tom Penton (1085) and Ted Worrell (1088). That's six riders within 11 seconds of each other!

There was some controversy the next morning when the decision to throw out the check was posted. It was rather like "never hearing the winner complain about the condition of the track." Long time ISDT riders Jeff Smith and Lars Larsson felt that the decision was not right; neither of them had gotten lost and they were in the 60s and 80s respectively. Also, desert-wise Jim Fishback, Larry Roeseler and Bruce Ogilvie had no problem in finding the course. Had the lost group not included so many top names, had there been more qualifiers this year (A rider must compete in and finish three. Though there are five events, two were on the same day and only four can possibly be ridden) and above all, had "W" markers been posted on the trail leading back out on the loop, the decision might have been different.

Sunday morning was overcast, but not as threatening as the day before; most of the riders were not dressed for rain despite the continued prediction. It never rained on Sunday, and dust continued though it didn't present that much of a problem as the constant Texas wind prevented it from hanging on the trails.

With the scores so close, several riders put on their "race faces" for the day. The terrain was now known. Sunday's course was just Saturday's run backwards, including the terrain test and the grass track.

Suzuki #1 team of Drew Smith, Mike Rosso and Gary Edmond led the Manufacturer Team standings with 79 points. Husky #1 — Larry Roeseler, Bob Popiel and Greg Davis — were second with 85 points, and Suzuki #2 — Don Chichocki, Ted Worrell and Dave Hulse — were third with 107. Tom Penton was signed to the Suzuki team after the team entry date was closed. Though a couple of teams made last-minute changes, Suzuki Team Manager John Morgan abided by the closing date and did not add Penton to the manufacturer's team.

Since many of the riders had been eliminated on the first day, the club opted to stick to the slower "B" schedule again on Sunday. Also, Al Eames felt that moving to faster "A" times would not affect the overall results of the trial. With so much of the course requiring a rider's full attention — it was a bit tricky and falls could be quite dangerous particularly in several rocky sections — keeping the "B" time was wise.

Larry Roeseler, who stood fifth in the 250cc class after the first day, was still a bit upset Sunday morning with the decision to throw out the last checkpoint. In the tight battle for selection to the ISDT team this year, a first-year rider must do very well in the qualifiers. Larry was going for it in the terrain test but crashed. It cost him an estimated 30 seconds, dropping him to a still very credible sixth place finish in class.

Several top riders fell in the terrain test Sunday. KTM-mounted Jack Penton, who led brother Tom by four seconds for the 250cc class lead at the end of the first day, crashed and dropped to fourth in class.

Ted Worrell, who had the fastest terrain test on Saturday, held onto third in the 250cc class though he rode the last third of the day in pain after crashing on a small but tricky uphill near the start of the test. Worrell hurt his hand in the fall, and by the time he arrived at the next checkpoint his glove was half full of blood. He made the decision to continue without trying to bandage the finger as he wasn't sure that was wrong. He turned in a very good grass track test at the end of the day, impounded his bike, then removed his glove to discover he had completely torn off one of his fingernails.

Tom Penton, Carl Cranke, Kevin Lavoie and Jeff Hill all turned very good times on Sunday but no one quite matched the pace of "Fast Jim" Fishback. Fishback was four seconds faster than the next fastest rider Jeff Hill in Sunday's tests, 17 seconds faster than Tom Penton and 26 seconds faster, for the day, than Carl Cranke, who finished second in the Open class.

Lavoie had the fourth fastest time on Sunday and took possession of third place in the Open class, a mere one second down from Cranke. Jeff Hill settled for fourth in class, just two seconds from Lavoie!

Consistent John Fero, riding a Yamaha, finished second to Tom Penton in the 250cc class by seven seconds over persevering Ted Worrell, who was nine seconds ahead of Jack Penton.

Drew Smith topped the 175cc class by 31 seconds over Suzuki teammate Mike Rosso, while Don Cichocki completed the Suzuki 1-2-3 sweep of that class. Smith's special test scores on Sunday tied him with Fero for fifth fastest rider of the day, no mean feat on a 175cc machine.

Jim Fishback accomplished both overall wins as a total privateer, but will now receive backing from Yamaha for the rest of the series. Fishback has wanted to compete in the ISDT for several years, but other commitments kept him from trying for the team.

The course was adequately marked, though not outstanding, and several of the riders felt that the danger markers were too close to the danger points for the trail pace they were riding. The Fort Hood Dirt Riders Club put on a good event with relatively few civilians to man the checkpoints; they are at an all-time low in their membership. This was the sixth annual event at Fort Hood and several of the club members expressed the opinion that it might be the last one if they don't build the membership during this year.

There are two AMA ISDT Qualifiers left on the schedule: Michigan on May 20-21 and Oregon on June 3-4. Both events tend to favor the "woods trail" riders.

It will be interesting to see how Jim Fishback fares in that terrain against riders who grew up surrounded by trees. He is determined, strong and has been practicing. At the least, the results should be very interesting as more good riders than ever before continue to battle for the Gold Medals and a chance to represent the U.S. at the International Six Days Trial in Sweden on September 4-9. ●

Results

125cc GOLD MEDALS: Steve Whitworth (Hus) 2278, Greg Davis (Hus) 2300, Les Grable (Yam) 2352, Tom Krebhiel (KTM) 2378, Larry Flowers (Hus) 2444, Mike McGowan (Hus) 2477, Bob Thomase (Hus) 2502, Phill Smith (Hus) 2522, Dan Dillon (KTM) 2543, David McGowan (KTM) 2587.

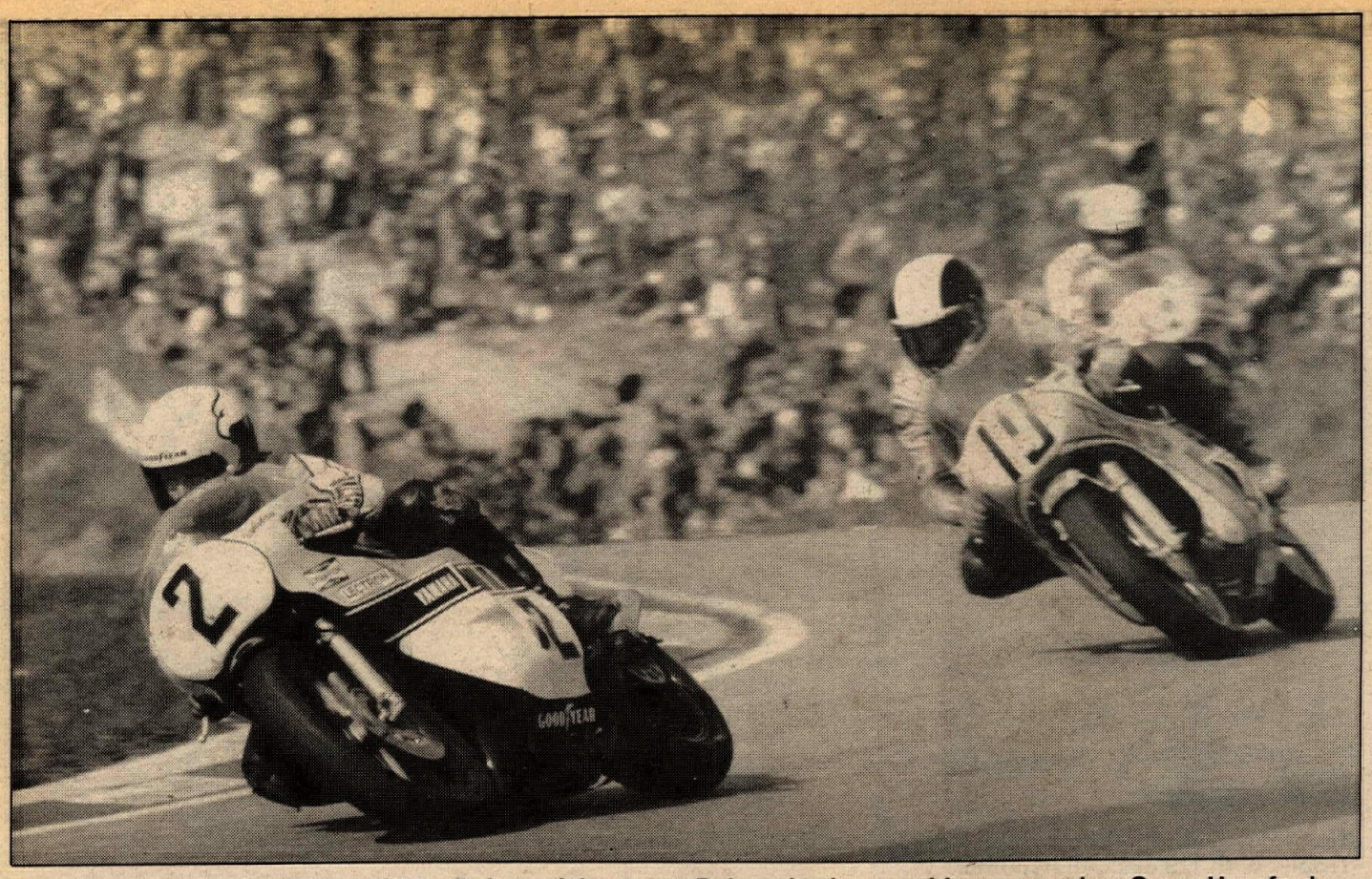
175cc GOLD MEDALS: Drew Smith (Suz) 2135, Mike Rooso (Suz) 2166, Don Cichocki (Suz) 2189, Dwight Rudder (Yam) 2236, Geoff Burgess (C-A) 2236, Alan Deyo (Yam) 2262, Ron Lemastus (SWM) 2265, Dane Leimbach (Yam) 2266, Mark Reeds 2347, Shelton Ansley 2419, Kenneth Harvey (Yam) 2423.

250cc GOLD MEDALS (TOP 20): Tom Penton (Suz) 2100, John Fero (Yam) 2126, Ted Worrell (Suz) 2133, Jack Penton (KTM) 2142, Mike Melton (Hus) 2155, Larry Roeseler (Hus) 2156, Rod Bush (KTM) 2163, Jeff Fredette (KTM) 2170, Mike Godfrey (Mai) 2171, Ted Leimbach (KTM) 2184, Gary Edmond (Suz) 2200, William Digiorgio (KTM) 2203, Mark Deyo (Yam) 2205, Dave Ashley (Yam) 2223, Kevin Piasecki (KTM) 2228, Hans Raidel (Mai) 2234, Bill Berroth (KTM) 2234, Dave Hulse (Suz) 2236, Steve Hess (KTM) 2241, Jim Allen (Hus) 2250.

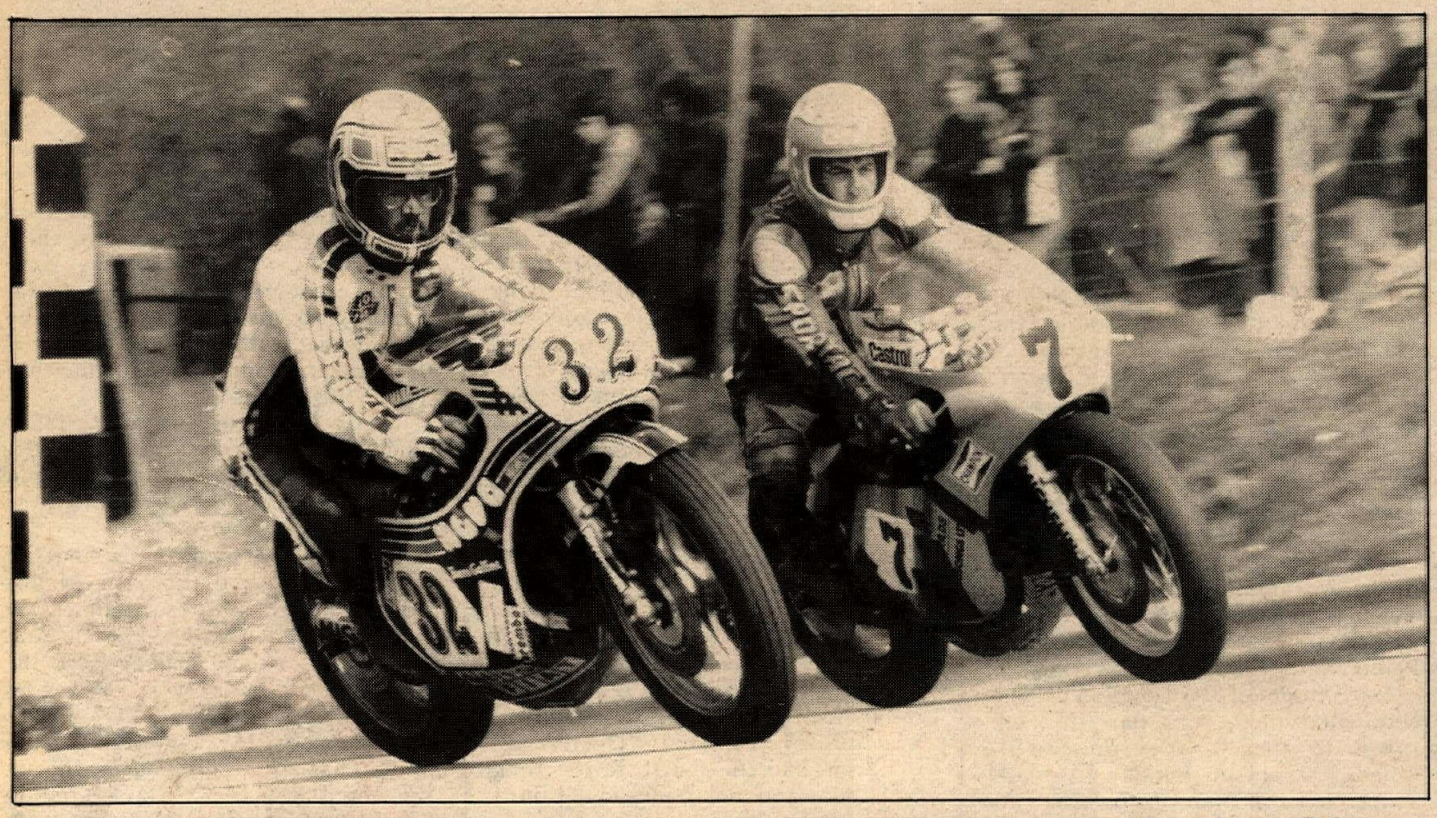
350cc GOLD MEDALS: Danny Schuler (Hus) 2258, Russ Powell (KTM) 2264, Jeff Smith (C-A) 2265, Joe Morel (Hus) 2304, Jerry Jackson (Suz) 2323, Fred Cameron (KTM) 2576.

OPEN GOLD MEDALS (TOP 20): Jim Fishback (Yam) 2077, Carl Cranke (Yam) 2101, Kevin Lavoie (KTM) 2103, Jeff Hill (KTM) 2104, Bob Popiel (Hus) 2112, Barry Higgins (Mai) 2123, Gary Younkins (KTM) 2178, Nate Pillsbury (Mai) 2178, Frank Piasecki (KTM) 2204, Bruce Kenny (Hus) 2205, Bob Goodpaster (Mai) 2213, Ron Matthews (C-A) 2216, Ed Davis (Hus) 2228, Jim Simmons (Yam) 2229, Denny Reese (Yam) 2258, Denny Vandecar (Hus) 2270, Lars Larsson 2277, Terry Davis (Yam) 2282, Stan Rubottom (Yam) 2307.

MANUFACTURER'S TEAM: 1. Husqvarna (Greg Davis/Bob Popiel/Larry Roeseler) 129, 2. Suzuki #1 (Drew Smith/Mike Rosso/Gary Edmond) 135, 3. Yamaha "A" (John Ferro/Carl Cranke/Dane Leimbach) 173, 4. Suzuki #2 (Don Chichocki/Ted Worrell/Dave Hulse) 231, 5. Can-Am (Jeff Smith/Ron Matthews/Geroff Burgess).



Kenny Roberts dominated both 91.7 mile legs of the event. Roberts' only opposition came when Gregg Hansford briefly took the lead.



PHOTOS BY MICK WOLLETT

Steve Baker (32) chose to run both legs without a gas stop. The strategy worked once, but ultimately cost Baker second place overall.

Formula 750 World Championship Road Race Series - Round Three

Roberts romps at Brands Hatch

By Chris Carter

BRANDS HATCH, ENGLAND, APR. 23

Kenny Roberts, stricken with food poisoning after eating some pork in Amsterdam, took home the bacon from Brands Hatch when he grabbed overall victory in the third round of of the FIM Formula 750 world championship, by winning both 35-lap legs.

Roberts missed all of Friday's practicing, and wasn't feeling too fit on Saturday. But with some medicine inside him Kenny shattered the existing lap record in the third and final training period to take pole position on the grid, and, well or not, had very little trouble winning the races.

But if Roberts, in magnificent form, won the points he needed to leapfrog over Steve Baker into second place in the Formula 750 title chase, it was blond Australian Gregg Hansford, making his British debut, who captured the hearts of the fans.

There was not a big crown for Sunday's meeting, but the 20,000 enthusiasts cheered everything that the Kawasaki rider did. And Gregg certainly did a lot! On paper a scorecard of three crashes and a fourth place in three rides may not seem too sensational, but it was!

In the first race Gregg had moved into second spot, behind Roberts, at Druids on the second lap, but too much front brake saw the Aussie on the ground, and everyone had passed him before he could restart.

When many lesser types would have pulled out, Gregg, second fastest to Roberts in training, took on the challenge. By the end of the race he had climbed back to fourth position, and the crowd worshipped him.

The 250cc race, straight after, saw Gregg tumble again, when the engine locked up, but he was back in the saddle of the big three cylinder for the second leg of the 750 event.

He swiftly moved from fifth to second, and then brought the crowd to their feet by seizing the lead on the climb to Druids when Roberts was baulked by a tailender! He not only passed King Kenny, but began to stretch the lead for a lap or two. Then Kenny began to quicken his pace, and regained number one spot on the 16th lap.

Hansford did not last much longer. A lap later he was forced wide by a lapped rider at the approach to Hawthorn, and down he went, injuring his wrist.

With Gregg out the interest in the race died too.

Roberts cantered home, but unlucky Steve Baker was robbed of even runner-up place in this leg, and the final placings. He'd gambled on a non-stop run in the last leg, and almost pipped Roberts to the line.

But then the Nava Olio Fiat Yamaha went sick in the closing stages of the second race, and Steve's brave attempts to coax it home were in vain. He had to pull off the track just seconds before Roberts lapped him for the second time, and so he failed to score any points!

Runner-up, thanks to Steve's misfortunes, was Johnny Cecotto. The Venezuelan, on the works Yamaha claimed by many to be the fastest bike in the race, was third in both races, complaining of tire and suspension problems.

Best British performance, overall, came from John Newbold, who was eighth. But John would be the first to admit that other British performances were a little more stirring, if less consistent!

Dave Potter lost six laps in the first leg when the gearbox sprocket nut came off. He restarted to finish 26th and last, but Potter, on Ted Broad's Yamaha, made up for that disappointment in the second leg.

With an excellent ride Dave battled through to second place behind Roberts, and that was enough to give him tenth spot overall, and one hard earned championship point.

Steve Manship was lying sixth in the first leg till he strayed off line at Hawthorn because of petrol on his visor, and crashed heavily. He hurt his legs and couldn't ride again.

Barry Ditchburn also helped restore some faith in British talent with a first race fifth, and a second race that looked set to give him a spot in the first six, till the Sid Griffiths' Yamaha seized. ●

Results

Overall: 1. K. Roberts (Yam); 2. J. Cecotto (Yam); 3. P. Pons (Yam); 4. C. Sarron (Yam); 5. H. Rigal (Yam); 6. W. Willing (Yam); 7. J. Sayle (Yam); 8. J. Newbold (Yam); 9. M. Matikainen (Yam); 10. D. Potter (Yam).

First Leg (35 laps, 91.7 miles): 1. K. Roberts (Yam); 2. S. Baker (Yam); 3. J. Cecotto (Yam); 4. G. Hansford (Kaw); 5. B. Ditchburn (Yam); 6. B. Fau (Kaw); 7. J. Sayle (Yam); 8. H. Rigal (Yam); 9. P. Pons (Yam); 10. W. Willing (Yam).

Record: K. Roberts (Yam) 1m 34.4s, 99.67 mph.

Old Record: B. Sheene (Suz) 1m 35.2s, 98.83 mph.

Second Leg: 1. Roberts (Yam) 56m, 51.4s, 96.54 mph. 2. Potter (Yam); 3. Cecotto (Yam); 4. Pons (Yam); 5. Sarron (Yam); 6. Rigal (Yam); 7. J.P. Boinet (Yam); 8. Willing; 9. Newbold; 10. P. Coulon (Yam).

Point Standings: 1. J. Cecotto (42); 2. K. Roberts (27); 3. S. Baker (22); 4. P. Pons (19); 5. C. Sarron (16); 6. S. Asami (10).

THE LATEST POOP BY PAPA WEALEY

(Continued from page 2)

Warrendale, PA 15096, Attn: R.A. Morris.

A Cycle News tip of the hat goes to Dick Brandt of Concord Yamaha who pitched in $100 for the first Yamaha across the Trophy Dash finish line at the Apr. 28 Bates Pro Series half mile at Ascot. Eddie Lawson expressed his appreciation by winning the $100 and taking first place in the Dash as well.

Dan Brown, who's wrenched for Steve McLaughlin, Bruce Hammer and Roberto Petrie, phoned Papa last week to say he's looking for a job. Says he can tune either a motocross bike or a road racer. He's sitting around at 213/396-4487 waiting for your call.

Mike Velasco and Dave Langford rode a privately-owned GS1000 Suzuki to fourth overall in the Apr. 30 AFM Six Hour road race, a machine sponsored by Yoshimura Speed Center, not Yoshimura R & D as reported.

Public workshops on state grants to local government agencies for off-road vehicle facilities will be held in Burbank and Santa Ana, CA this month. The May 24, 7:30 p.m., gathering will be at Burbank's City Hall Council Chambers, 275 East Olive. Then, on May 25 at 7:30 p.m., you should be at the County Complex, 400 Civic Center Dr., Planning Commission Room, First Floor in Santa Ana. Call Barry Jones at 916/322-9581 for more info.

The Bel-Ray USGP of Motocross is less than a month away! Tickets for the June 4 500cc World Championship MX Series event at Carlsbad are available through Ticketron outlets and Malibu Grand Prix facilities. Or you can order them directly from Trippe, Cox Associates at P.O. Box 892, San Juan Capistrano, CA 92675 for $9 each. Children under 12 get in free. It'll cost $10 a head on race day. More info? Dial 714/831-7141.

Edisport SpA has published a 150 page catalog of Italian motorcycle accessories and clothing, and they're offering it free to interested U.S. manufacturers, distributors and retail dealers. Write Edisport Spa, Via Boccaccio, 47 - 20123 Milano, Italy.

Sacramento County's Prairie City Off-Highway Vehicle Park is now open from 8 a.m. to 8 p.m. Wednesday through Sunday. The 856-acre park charges $1 for bikes under 100cc and $2 for all other vehicles. Dial 916/351-0271 or 366-2061 for information about the park.

Travelling racers, search no longer. The 1978 Directory of 24-Hour Auto/Truck Stops is available from Reymont Associates, 29-T Reymont Ave., Rye, NY 10580 at $2.50 a copy. The book contains information on location, telephone number, fuel brand and available services at more than 500 truck stops. ●

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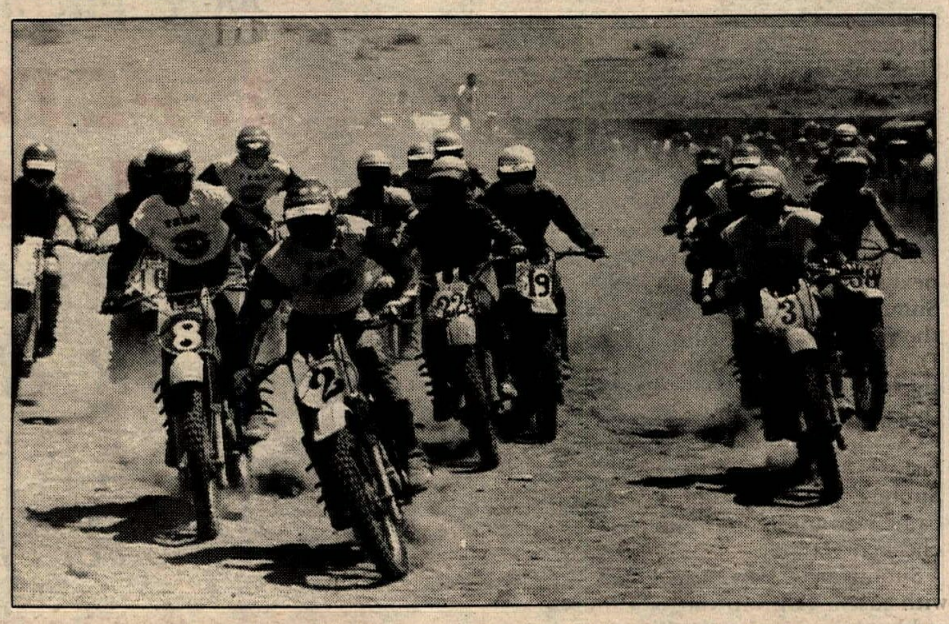
Wild Willy Simons came to Mexico and took the biggest win of his career in front of over 20,000 Mexican fans.

Suzuki West's Gary Denton and Maico's Jeff Vidic dice for holeshot honors in 250cc International action.



Tim Worth rockets into the first turn ahead of Americans Mike Preston and Sandy Tuman.

Wild Willy, Worth lead American romp in Mexico

By Brian George

GUADALAJARA, MEX, MAY 7

American Motocross Enterprises sent a team of California motocross riders to contest an international event between Mexico and the U.S. billed as the Premio Internacional Motocross Turismo Primanera, or First International Motocross for Spring Tourists. And that's exactly what it was: a motocross for spring tourists, specifically the California AME team.

Wild Willy Simons and Tim Worth led the charge as American riders dominated the top placings, taking four out of five in each 125 and 250cc International moto and holding the best Mexican ride to a fourth place.

Immense heat took its toll on the young American team not accustomed to the dry Mexican climate, but that was the least of the team's worries as the weekend progressed.

On Friday, the truck and trailer hauling the 13 machines, tools, parts and gas blew a head gasket. A bent valve rendered the transport useless, and the motorcycles were stuck somewhere in the middle of New Mexico. Frantic action in both Guadalajara and the States rounded up a Mexican freight truck, empty and ready to head back to Mexico for a shipment of bananas. The bikes and accessories were transferred into the freight and then set out for Guadalajara.

On the way to the Mexico destination, the truck now hauling the bikes blew out two tires, overheated and was failing fast. Riders were panic-stricken Saturday when the bikes had still not arrived by nightfall.

At 2:00 in the morning, someone called a room of the American riders and started a rumor that the bikes were stolen and were now heading east. Phone calls filled the rooms of the Posada Guadalajara as restless competitors sat in dispair awaiting the arrival of the machines.

Panic waves soon calmed, and the Americans went to sleep, praying that the Sandman would awaken them to the sight of 13 motorcycles. At 5:30 a.m. Sunday, the American Motocross Enterprises team had their rides.

A Saturday evening riders' meeting unraveled some interesting developments, the main one being the Mexican team already feeling defeat. Confidence was scarce as they knew the speed of the Americans and the amount they ride each month. Mexico holds a motocross once every five or six months. In the end, their feelings were justified.

As the first 125cc International moto rolled up, everyone looked evenly matched. Flag starts were used, and when the green banner was waved, the dash down the narrow start chute was underway. Tim Worth made it through the tight right-hander ahead of Carlos Serrano, the Mexican/American loner who found his ride a few minutes before the race.

Worth immediately began to pull Serrano, and as the pair of Suzukis rounded the course, Serrano began a string of falls. The bars on his mount were loose, making turning in the powder track very difficult.

Action behind the two front-runners saw Pat "Hotdog" Hubbs, Mike Preston and Jerry Shore battling for position to overtake Javier Hernandez, currently third. By the ninth lap, Hubbs was in the show spot, Hernandez was fighting desperately to hold off the charges of Preston, and Serrano had dropped way back with three falls by the halfway mark.

Worth flew until he hit the 25-minute mark in the race. Tim is known for tiring right around this point, and with all the effort being put out early in the race, the Suzuki pilot started feeling fatigued. Contrarily, Hubbs rode hard and consistently the entire race, after putting in a mile run at the hotel that morning. The Hotdog started to close the gap that Worth had built, and in four laps there was a serious threat for the lead.

Worth looked beat as the final laps began, but Hubbs was still on the charge. On the 17th lap, Hubbs pulled up to Worth's tail and put a clean pass on to take the lead.

The moto ended with Hubbs crossing the line so stoked that he stood up on his bike and threw both arms into the air with a cry of victory. The maneuver almost cost him the race when the Mexican officials stated a rule which prohibits "playing" on the track. But the rules were not earlier stated, so a warning was first given.

Worth stayed in second, with heavy action behind going down to the wire. Gary "Poindexter" Sheidler had also held a consistent charge that brought him up to third by the end of the moto. Hernandez successfully held off Shore for fourth, scoring the highest moto finish of a Mexican rider.

Second moto action began as a repeat of the first when Worth took the lead early and began to stretch a lead. Serrano was back in the race, but again suffered numerous problems.

Hubbs and Preston were there to pick up the extra positions when Serrano dropped out, and by the fourth lap the leading trio began to lap riders. Worth was pumped to win the moto and prove he could hold on for the entire race, and Hubbs was after a win in what he called "the biggest race I've ever been in."

Slower riders ended any hopes for the Hotdog catching Worth, as he tangled with lapped riders twice while trying to get around. Positions held

until the end of the moto, with Sheidler and Hernandez rounding out the top five.

Worth took home the overall win and the 12,000 pesos that went along with it as Hubbs came in second on the final tallies. Third overall went to Sheidler; Preston grabbed fourth, and Hernandez took a hard-earned fifth.

DG's Wild Willy Simons rode his heart out in both motos of the 250cc International, and it paid off at the end of the day. Taking the holeshot of the first moto was Carlos Serrano, but he went wide in the first turn and then fouled-a-plug. Jeff Vidic slipped his Maico under for the lead.

Jose Marin fought a losing battle for third as Suzuki West's Gary Denton, Andy Jannings, Willy Simons and Dave Haugh set out in a dash for the front. By the third lap, Denton was in second and Simons had motored into third, both closing on Vidic. As the trio went around the fifth time, Denton and Vidic were side-by-side as they crested the big gorge jump on the back straight. Denton put on a radical move in the tight left turn following and took the lead away from Vidic.

Denton's reign as leader was extremely short as he got off on the same lap, dropping to fourth behind Haugh. Vidic again ran in front, but next on the list of harassers was Simons. Willy put a move on Jeff for the lead, and it stuck. Haugh and Denton were doing the same thing for third with Dave sticking his move for third.

As the pack came around for the last lap, positions looked stable. Simons, Vidic, Haugh then Denton came around, but collecting the checkers was not the same.

Simons held for the win, but Vidic, with just a half-lap to go, came to a sudden halt. He ripped the gas line off to check fuel, and that wasn't the problem. Next came off the spark plug wire, and that didn't cure anything. Disgusted, Vidic walked the bike across the line and out of the money. Electrical problems were the cause.

Haugh picked up second as Denton moved up to third, and coming out of midpack was Sherman Schneller, who picked up fourth as he pushed little by little to the front. Marin collected fifth, top Mexican.

Off the line the second time came a raging Serrano. The Arizonan pulled into a commanding lead by the sixth lap, after Gary Denton experienced his own "Daytona Supercross" incident in Mexico. Denton grabbed the holeshot and early lead, but when trying to lap a slower rider on the fifth lap, Denton was forced down and off the track.

Serrano's lead was also short-lived as he fouled another plug. After the race he found out why the sparkers were going so quick. The owner of the bike was running Bel Ray, a 50 to 1 premix and higher, at 15 to 1.

On the 10th lap, Simons had moved from fourth place to the lead, with a spurt that carried him past Haugh. This duo was battling for the overall win, but Simons was too pumped to let go of anything. When the checkers flew, Simons rolled across to one of the biggest wins in his career with Haugh second.

Denton had charged after his fall and was right on Haugh at the line, but had to settle for third ahead of Vidic and Schneller.

Overalls went Simons, Denton, Haugh, Schneller and Jose Marin.

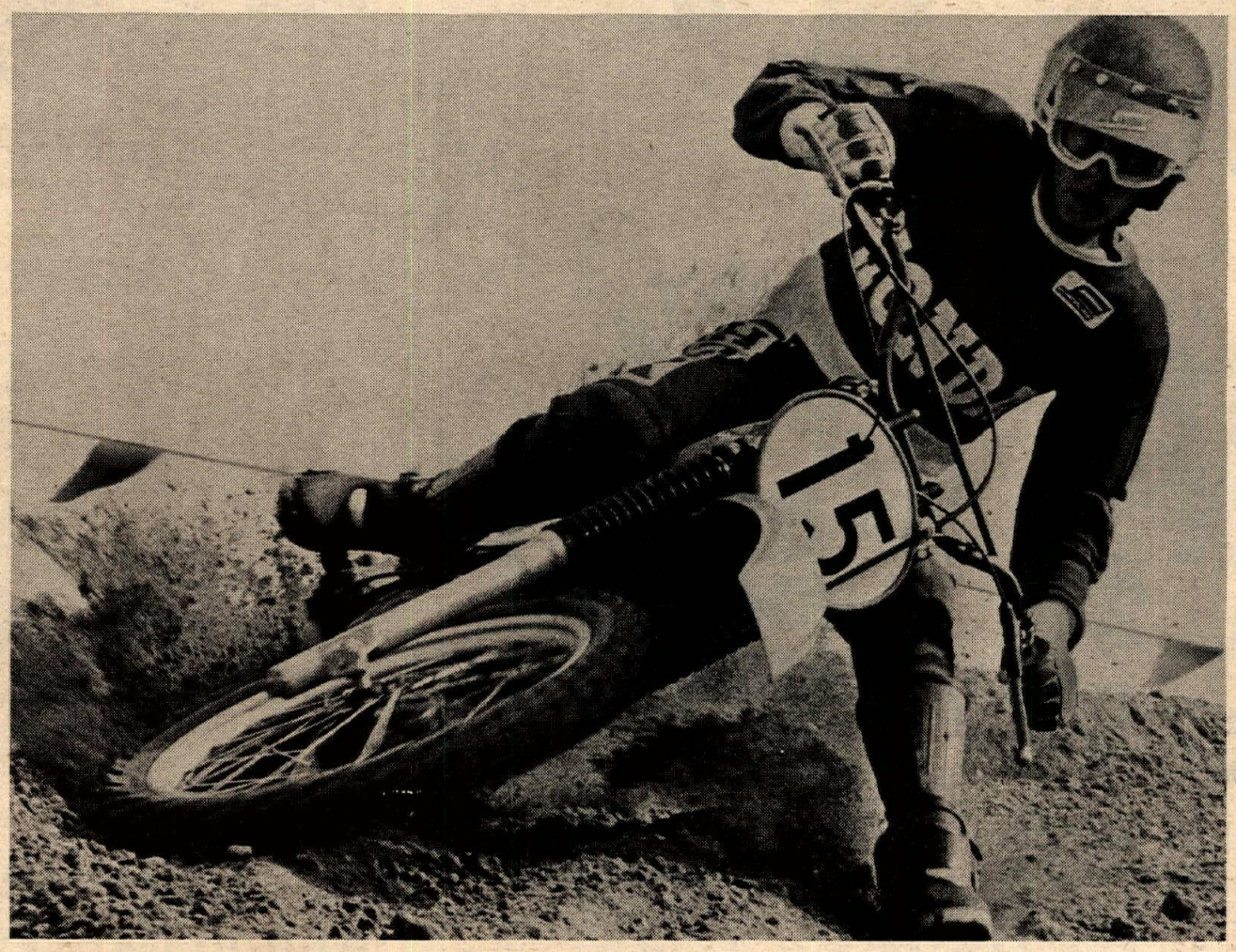
After the races, the teams went back to the hotel where the trophy presentations were made, pesos were paid, and then the partying began. ●

Results

125cc INTERNATIONAL: 1. Tim Worth (USA). 2. Pat Hubbs (USA). 3. Gary Sheidler (USA). 4. Mike Preston (USA). 5. Javier Hernandez (MX).

250cc INTERNTIONAL: 1. Willy Simons (USA). 2. Gary Denton (USA). 3. Dave Haugh (USA). 4. Sherman Schneller (USA). 5. Jose Marin (MX).

WORKS CLOTHES.



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Chappy Blose (444) leads a pack of wild 125cc Pros at Argyll Trans-AME action.

PHOTOS BY LEE TAYLOR

Maico's Darrell Shultz lost a heartbreaker in the 250s, but came back in the Open Pros to win.

Randy Losh rode to overall victory at Argyll's Coors Trans-AME round five.

Coors Trans-AME MX Series — Round five

Losh, Shultz, Blose win at Argyll

By Lee Taylor

DIXON, CA, MAY 7

A record-breaking crowd of racers and spectators gathered Sunday at Argyll park for the fifth race in the Coors Trans-AME Motocross Series. They found a track plowed out of a farmer's field, complete with a pond and fast and twisting layout to challenge even the most seasoned Pros.

With the personality and flag-twirling dexterity of American Motorcross Enterprises' official flagger, Tom Knotts, the day's races were soon underway. A welcome change for Argyll Park was a special sound system brought up by AME, covering the entire track.

Randy Losh, astride a Maico, gathered the winning loot for the 250cc Pros. The Open Pro class was taken by Darrell Shultz with spectacular back-to-back wins and Chappy Blose from Phoenix, AZ, took home top dollars for the 125cc Pros.

Losh started off the first moto of the 250cc Pros with the lead, followed by Shultz and Kenny Zahrt (C-A). Shultz was closing ground fast on Losh while Phil Crane took over third. With Zahrt in fourth, Larry Wosick and Jerome Heiberger battled for fifth.

Losh started to pull more of a lead as Shultz pulled back considerably, his bike starting to seize. Heiberger was having considerable trouble with his front wheel, losing spokes and the hub.

Coming around for the end of the moto, Crane passed Shultz for second as Wosick followed suit to set Shultz back in fourth. On the white flag lap,

Tracy Oswell was closing ground fast, charging over Coors Ridge and propelling himself into third by the end of the moto.

Second moto action was a heart-breaker for Shultz. Fighting to hold his lead, he finally had to relinquish first to Zahrt, and with an ailing bike demanding his attention, he eventually left the track, leaving the battle to Zahrt. As Oswell and Losh staged a duel for third, Zahrt swung out into a wide-open lead, holding it to the end for the moto win, followed by Oswell, Losh, Mike Wickersham and Pat Wilson. Coming home for the overall win was Losh.

Chappy Blose banzaied his way in from Phoenix to take home top money in the 125cc Pros. The first moto was off to a mad start, with a huge flock of riders going down off a rabbit jump. Tim Locey (Suz-DG) took command throughout the moto with Blose second, Bobby Jones third, Jim Holley (Yam) running fourth and Pat Wilson, fifth. Locey held on to win with Blose second, Jones third and Holley fourth.

Second time around, Locey led off the line but went down, turning the lead over to Phil Minahan and Blose, who were locked into a wheel-clashing duel. Blose pulled ahead as Jones and Troy Werner went down in the mud. The race ended for Jones as he walked his bike back to the pits with a seized engine.

Blose continued his lead with a demon on his tail by the name of Don Draz (Suz-N&J Arco). At the halfway point a lot of changes had taken place. Holley, who had been running fifth, went down and was set back to last place, and Draz had lost his pipe, forcing him back to sixth. Holley was not about to settle for last and was burning up the track, working his way back up and into third. With Mike Brown on his tail, he had a do-or-die battle to the end. When the checkered came out, Blose wheeled his bike into the winner's circle for top honors. Holley ended the day with second overall and third overall went to Brown.

Open Pro racing belonged to Darrell Shultz (Mai) who cleaned up a hot and dusty track with a pair of back-to-back wins. Shultz started off the first moto in complete command with Dean Wiggens in second, Ted Davidson third, Gary Murphy fourth and Jim Ingleboight fifth. With the field fairly well spaced, Shultz led to the end with Scott Gillman moving into second and Wiggens holding down third.

The last time around for the second moto, Wiggens took charge with Gillman close behind, followed by Ingleboight. Gillman was closing fast on Wiggens, who had broken his wheel on the second lap and was fighting to maintain his position while making a tremendous comeback in his fifth race since mending a broken leg. Shultz was closing ground, making his way up Coors Ridge, his Maico devouring the track. Shultz began dusting the field, making up for a bad start and taking on Wiggens, side by side. Gillman earlier had passed Wiggens and Shultz went on to catch him. The Maico-Yamaha duel between Gillman and Shultz continued close to the end with Shultz taking over.

By the end of the race, Shultz had top money for the class, Gillman finished second overall, Wiggens held third and Murphy was solidly in fourth with Mark White hot on his tail in fifth.

Results

125 PRO: 1. Chappy Blose (Suz), 2. Jim Holley (Yam), 3. Mike Brown (Suz).

250 PRO: 1. Randy Losh, 2. Tracy Oswell, 3. Ken Zahrt, 4. Pat Wilson, 5. Larry Wosick, 6. Phil Crane, 7. Mike Wickersham, 8. Tim Locey, 9. Doug McRaie, 10. Shawn Hyberger.

OPEN PRO: 1. Darrell Shultz (Mai), 2. Scott Gillman (Yam), 3. Dean Wiggens, 4. Gary Murphy (Mai), 5. Mark White (Hus), 6. Jim Ingleboight (Mai), 7. Kent Higgenbotham (Mai), 8. John Saggau (Yam), 9. Bill Hagen (Yam), 10. Rich Voss.

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Gates Open	7:00
Practice....(0-125)	8:00
Practice....(250-500)	8:30
All 0-100's &Women	9:15
125-250-500 Pro's	10:15
All 500's & Vets	11:15
All 250's	12:30
All 125's	1:30
Team Race	2:30
Relative Race	4:15

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I affirm that I am going to engage in these highly hazardous activities of my own volition

I hereby affirm that I enter these restricted areas fully aware of the hazards to my person and property therein, and I assume all risks attendant thereto, even if injury or damage is caused by the negligence of another party

I affirm that when I enter these restricted areas, I do so as a voluntary participant in the activities conducted therein. If I am injured, in any manner, or my property is damaged, in any manner while I am within the restricted area, I will grant a full and unconditional release for any injuries sustained to my person or any damage to my property to all track owners, participants, officials, employees, promoters, or others who are responsible for the activities within the restricted areas

On behalf of myself, my heirs, executors, or administrators, I agree to hold harmless and indemnify all track owners, participants, officials, employees, promoters, or others who are responsible for the activities within the restricted areas, for any damages or injury to my person or property

READ CAREFULLY BEFORE SIGNING INTO RESTRICTED AREA

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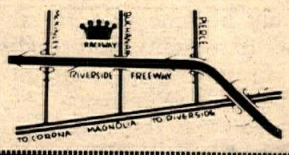
RIDER'S SIGNATURE_____ DATE_____

MAIL ENTRY AND $10.00 (check or money order)
To: Corona Raceway
P.O. Box 388
Corona, Ca. 91720



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BLM Wilderness: Can we afford to say, "I've done enough?"

Well, the cat's out of the bag! California motorcyclists have become painfully aware of the far reaching implications of the Bureau of Land Management's Proposed Wilderness Review

Procedures. All too clearly, their focus has been brought to bear on the importance of this planning effort to the future (or lack of future) to competitive and recreational motorcycling.

At the first "Wilderness Information Program," held by the BLM in southern California, 1,100 people attended to confront the Riverside District staff of the BLM with their feelings about wilderness in the California Desert. Among identifiable interest groups in attendance were rockhounds, four-wheelers, miners, private landowners, and (in fairness) *two* desert preservationists. Without question, however, the majority of those in attendance were angry, frustrated motorcyclists easily identified by their club jackets, jersies, and T-shirts.

It is on infrequent occasions that motorcycle organizations respond unanimously in reaction to anything, much less attend a meeting and make a public expression of their feelings. However, at Anaheim High School auditorium on May 2 they were there and the message was clear... *desert motorcyclists don't like the BLM's proposed wilderness procedures.* Specifically, they don't like the definition of a "road" now being considered to identify roadless areas which could become wilderness. The attendance of so many motorcyclists at such a meeting is a sign of the increasing awareness and participation is the great thing necessary to be an effective lobbying group.

Yet the question remains... is it enough to attend such a meeting, raise hell, then go home? The answer is unequivocally *No!*

Along with the unity of spirit demonstrated by motorcyclists at the Anaheim meeting, something else was also visible. Frustration! Those attending the meeting obviously recognized the significance and potential impacts of the BLM wilderness program, yet did not seem to know how to impact the process. This "need to know," combined with a need for lots of input to the BLM is the essence of the problem now facing desert motorcyclists.

Now let's take a shot at understanding what is going on and what riders can and must do about it.

In 1976, Congress (as in "U.S.") passed something called The Federal Land Policy and Management Act of 1976 (FLPMA), also referred to as "Flipma" and "The Organic Act," which requires the preparation of a long range plan for the "management, use, development, and protection of the public lands." Public lands specifically mean the 450 million acres managed by the BLM and identifies the area of the southern California desert as a special management area called the "California Desert Conservation Area"

Among the multitude of things FLPMA is responsible for is including BLM lands for consideration as possible wilderness to be included in the National Wilderness Preservation System. In response, the Bureau of Land Management has proposed the **Wilderness Policy and Review Procedures** which require BLM to:

1. Inventory all roadless areas of public lands which meet wilderness criteria of the Wilderness Act of 1964.
2. Study each roadless area for possible designation as wilderness to determine their suitability or non-suitability.
3. Report their findings to Congress.

So, first we see that the BLM is just following orders from Congress; a Congress which *we* elected. Also, Congress will have the final say on what is going to be wilderness. Given these facts, motorcyclists will want to think about this when selecting who they will vote for next fall.

Virtually all of BLM's 450 million acres will be inventoried by July, 1980, but because of the special management status (CDCA) given to southern California deserts, they will be first. *Identification and Designation of Wilderness Study Areas for the CDCA will have been made by January 31, 1979* — eight months from now!

This brings us to all the meetings and hub-bub that BLM is going through at this time. FLPMA also tells the BLM that they must seek "public involvement."

Public involvement to bureaucrats invariably means public meetings, workshops, and written comments. However, when it comes down to it — the only thing that really counts are *specific* written recommendations submitted to the BLM asking for changes and justification for these changes.

Let's take a look at some of the terms and definitions involved in this process:

Wilderness — the only definition that counts is the one used in the Wilderness Act of 1964. Congress was pretty liberal with the definition and BLM is being even more liberal. Wilderness "is recognized as an area where the earth and its community of life are untrammeled by man," where man is a visitor but does not remain. In addition,... an area of undeveloped federal land retaining its primeval character and influence. Wilderness will be protected and managed to preserve natural conditions which:

1. affected primarily by forces of nature; imprint of man's work should be unnoticeable.
2. contain outstanding opportunities for solitude and primitive or unconfined recreation.
3. contains at least 5,000 acres.
4. may contain ecological, geological, or features of scientific, educational, scenic, or historical value.

Roadless Area — that area bounded by a road using the edge of the physical change that creates the road or inside edge of the right-of-way as a boundary.

Wilderness Study Area — a roadless area found to have wilderness characteristics which will be subjected to analysis and public review to determine wilderness suitability.

And last but not least:

Road: — for the purpose of the BLM wilderness inventory, a road is defined as and must meet all of the following:

"An access route which has been improved and maintained by using hand or power machinery or tools to insure relatively regular and continuous use. A way maintained solely by the passage of vehicles does not constitute a road."

Words and phrases used in the above definition of "road" mean:

Improved and Maintained — Where actions have been and will continue to be directed to physically keep the road open to traffic.

Relatively Regular and Continuous Use — use by vehicles having four or more wheels which has occurred and will continue to occur for a predetermined, planned, or intended purpose. (An example would be access for equipment to maintain a stock water tank. Casual or random use by off-road vehicles or recreationists does not qualify.)

A quick review of these critical terms and their definitions makes no secret of the fact that applying them to the California Desert will drastically change motorcycle use. The management required for the desert makes it impossible for these terms to be utilized! The California Desert Conservation Area is unique. That's why Congress set it aside to be studied separately. It is this very different nature of these 12½ million acres that preclude the use of definitions applied to the remaining land managed by the BLM.

There is general agreement that the key to changing the wilderness review process in the CDCA is by changing this last definition — the definition of a *road*.

At the Anaheim meeting, BLM's Kemp Conn said that if the definition of a "road" is changed (Remember that the BLM is proceeding with the CDAC inventory using the unfinalzed "draft" of the Wilderness Review Procedure) then the BLM will have to go back and re-do the inventory to meet the new definition. The present deadline is May 17 for comment on the draft of the procedures; the finalized version comes out in July.

However, as bad as the definition is; we can't change it if we don't play by their rules. Here's what we have to do!

1. Send formal written (hand written will do) comments to the Director of the Bureau of Land Management. His address is:

Director (370)
Bureau of Land Management
U.S. Department of Interior
Interior Building
18th and C Street, N.W.
Washington, D.C. 20240

2. As discussed earlier, we've got to give them a justifiable alternative.

   a. The network of unmaintained roads, trails, and routes of travel are the traditional public vehicle ways of the California desert and are necessary to gain any access to vast resources, scenic attractions, and private lands.
   b. The method of construction, condition of the road, and type of vehicle which is able to traverse the road should not be the significant factor in determining how the road is defined.
   c. The vast openness of the California desert makes the application of the suggested definition of "road" both impractical and inappropriate given traditional use patterns and transportational needs in the desert.
   d. The defintion of a road or route of travel established in 1974 by the BLM evolved after a great deal of "practical application," thought and assessment of management capabilities. It is suggested that the following definition be substituted for the purpose of defining wilderness criteria in the California desert. "Roads are those established before November 1, 1973, which significant surface evidence of prior vehicle travel or public ways habitually traveled by vehicles. It may or may not be maintained by the government and must have evidence of previous use. Widening or extending of these routes is prohibited. If nature eliminates portions, it does not exclude vehicle use."

3. To save writing two letters, send a carbon copy or Xerox copy to your Senators and Congressmen in Washington. Write in red ink across the copy; tell them you expect their help on this.
4. In addition to the meeting in Anaheim, several other meetings are being held this month. A list of times and places is attached. You can be assured that those who want to *close the desert to you will be there.* Plan to attend as many as you can to make positive input to change the definition of "road." You can't be content with just having gone to one meeting. Desert bikers must be present at all of them.
5. The American Motorcyclist Association has formally written to BLM Director Frank Gregg requesting an extension of time for comments. We can't count on the May 17 deadline being extended; you must do it now!
6. BLM's wilderness process affects 450 million acres in 11 states including Alaska. The great impact on off-road motorcyclists will be in California. The work must be done here!

The Government Relations Department of the American Motorcyclist Association and AMA's District 37 organization have worked hard to try and inform desert riders what must be done. With the communication aid of *Cycle News West,* more bikers have been contracted than ever before to solve a problem critical to the future of motorcycle use in the California desert. Now it's up to all of us to pitch in, write comments that say the same thing, and get the job done.

If you have questions or want additional suggestions on what you or your organization can do, contact:

Jim Wells, Chairman
District 37 Legal Defense Task Force
10238 Chaney Avenue
Downey, California
213/861-3642

or

Rob Rasor
Associate Director
Government Relations Department
American Motorcyclist Association
P.O. Box 141
Westerville, Ohio 43081
614/891-2425

Wilderness Review time table
California Desert Conservation Area
May 2-31, 1978
Public information sessions and public workshops on wilderness procedures. See listing!

May 12-13, 1978
California Desert Area Advisory Committee meets at City Hall Auditorium in Bishop, California. Public input session at 10:00 a.m., Saturday, May 13, 1978. This committee needs your input also.

May 17, 1978
Tentative end to public comment period on Wilderness Review Procedures. AMA has applied for an extension, but no guarantees! Send comments to: Director (370), Bureau of Land Management, Washington, D.C. 20240.

August 12, 1978
Interim wilderness inventory report; updated listing will show where preliminary field inventory has been completed.

August 12-September 30, 1978
Opportunity for public to review interim wilderness inventory and make recommended changes. *Important!*

August 12-September 30, 1978
Public participation. This period provides an opportunity for the public to review and comment further on recommended changes in the Wilderness Study Area Inventory.

September 27-29, 1978
California Desert Conservation Area Advisory Committee Meeting. Location — San Bernardino.

November 1-December 30, 1978
Sixty Day Public Review. Formal Public Review Period on the Preliminary Wilderness Study Area Inventory for the California Desert Conservation Area. Inventory packets to be mailed to interested individuals and groups.

November 1, 1978
Public Meeting — Anaheim.

November 2, 1978
Public Meeting — Barstow. These two meetings will discuss and review the preliminary desert-wide list of Wilderness Study Areas compiled as a result of all comments and inventory information obtained to date. Purpose: Review the completed Inventory and determine if any additions or deletions should be made based solely on the criteria given in Section 2(c) of the Wilderness Act. Maps and narratives for each roadless area will be available at these meetings. Inability to attend any of these meetings will not prevent anyone from offering comment or opinions. Copies of the Preliminary Desert-wide Wilderness Study Area Map Packet may be obtained from the Riverside and Bakersfield District Offices.

January 31, 1979
Designation of Wilderness Study Areas for the California Desert Conservation Areas by the California State Director, Bureau of Land Management, Sacramento.

February 1, 1979
Wilderness Studies.

BLM meeting schedule

Bishop
Wednesday, May 10
New City Council Chambers
Bishop City Hall
377 West Line Street
Thursday, May 11
Bishop Chamber of Commerce
Bishop City Park
North Main Street

Indio
Thursday, May 11
Shalimar Building
Indio Fairgrounds
Intersection Hwy. 111 at Arabia
Friday, May 12
El Morocco Motel
82645 Miles Avenue

El Centro
Thursday, May 11

(Continued to page 23)

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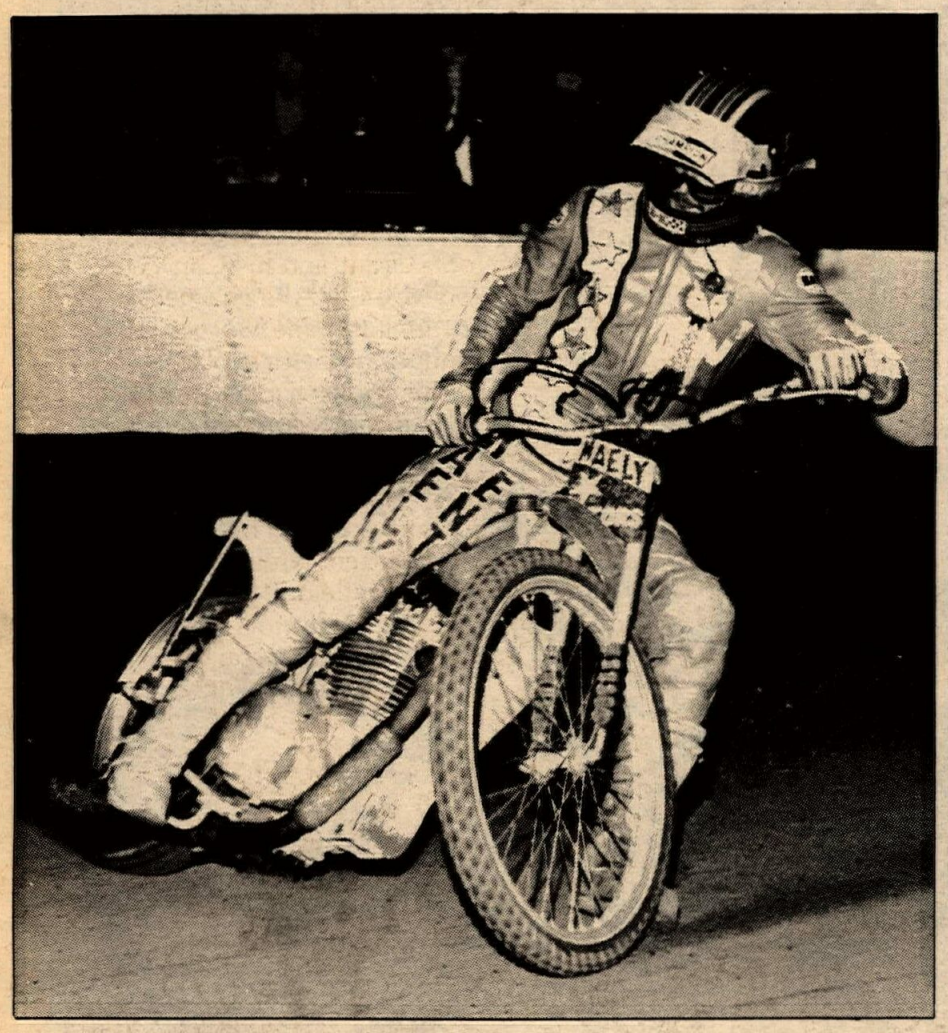
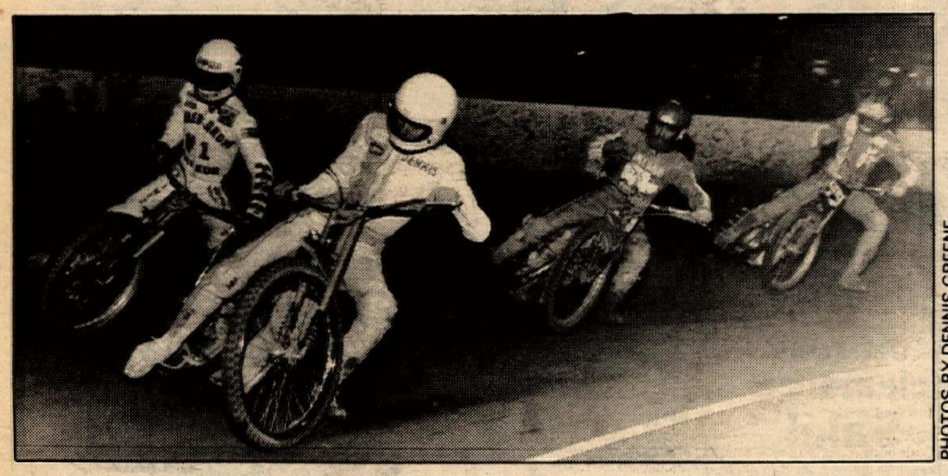
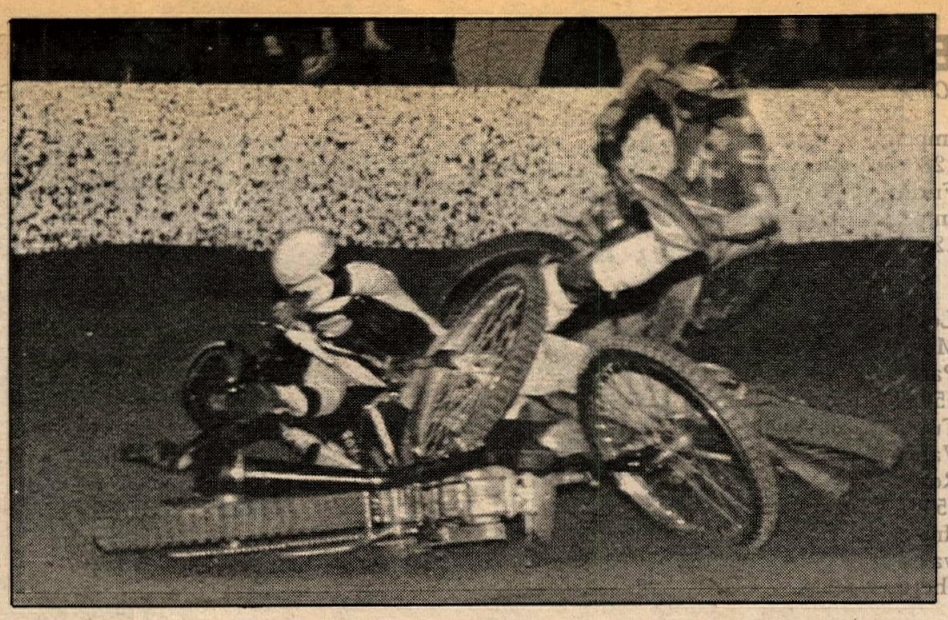


Ron Preston took a Feature Match Race win over Gene Woods at San Bernardino.

Dennis Sigalos and Mike Bast battle for Scratch Main honors at SBD.



PHOTOS BY DENNIS GREENE



(Above) Action in the Handicap Main at SBD catches Brad Oxley and Dave Galvin in close. (Below) Mark Cherry and Brad Oxley dice for Costa Mesa Handicap Main honors.

Locals rule at San Berdoo

By Dennis Greene

SAN BERNARDINO, CA, MAY 3

There was a standing room only crowd by 8 p.m. Wednesday night at San Bernardino for the opening night of the 1978 Speedway season.

Ron Preston, a team member of the old San Bernardino Sizzlers Speedway team, is a local hero. When it was announced that he was in the Feature Match Race, a fan put up $100 if Ron beat Gene Woods in the two-lap sprint. His sponsor, The Red Fox, put up the money and Ron won the event as the fans went wild. He also worked his way into both Main Events but did not fare as well.

In the Handicap Main Event, after a restart when Brad Oxley and Dave Galvin piled up in turn one, Preston had minor bike trouble and had to be happy with fifth place. The Handicap Main was won by Tom Morley, the young son of Stu Morley, a past speedway great.

Dennis Sigalos, also a member of the Sizzlers team, has a large following. His win in the final event of the night, the Scratch Main, brought the fans running to the pits for autographs. It was an all local victory and a super way to start the new race season.

Berzerko Becker back!

By Dennis Greene

COSTA MESA, CA, MAY 5

With the return of Dan Becker, it's like turning the clock back three full years. Just mention his nickname (Berzerko), and fans will tell you about the time he came into the turn so fast he had both wheels on the crash wall and won the race riding the wall. Or the time he went four laps to victory on the rear wheel. Or the time... And then there was... Stories do grow in size as time goes by, but the truth is that Becker is back.

Danny "Berzerko" Becker, doing wheelies and riding the walls, earned a ride in the Scratch Main Event. Although he finished last, he did put on a show that overshadowed the victory of Alan Christian. Steve Nutter, who was hurt in the Consolation event last week, ran second to Christian with Bobby Schwartz keeping out in front of Becker for third.

Mark Cherry, a new bridegroom fresh back from a tour of Europe, won the Handicap Main Event. Mark, starting on the forty-yard line, held off the rush of Mike Bast, Alan Christian and Dennis Sigalos as he worked his way past lat week's winner Brad Oxley and Clint Palmer. Clint had led the race all the way only to get passed in the closing feet of the event.

A few other highlights of a great night of Speedway: Dave Sims won the Feature Match Race over Brad Oxley. Lennie Faas (look for this guy to move into Division One) ran away with the Second Division main, and Rusty Howard put his name in the record book taking the win in Division Three.

Results

SAN BERNARDINO

SCRATCH MAIN EVENT: Dennis Sigalos, Mike Bast, Mark Cherry, Ron Preston.

HANDICAP MAIN EVENT: Tom Morley, Bobby Schwartz, Mike Bast, Dave Glavin, Ron Preston, Brad Oxley.

FEATURE MATCH RACE: Ron Preston over Gene Woods.

THIRD DIV MAIN EVENT: Jim Turner.

SECOND DIV MAIN EVENT: Dan Patterson.

COSTA MESA

SCRATCH MAIN EVENT: Alan Christian, Steve Nutter, Bobby Schwartz, Dan Becker.

HANDICAP MAIN EVENT: Mark Cherry, Clint Palmer, Brad Oxley, Mike Bast, Alan Christian, Dennis Sigalos.

FEATURE MATCH RACE: Dave Sims over Brad Oxley.

THIRD DIV MAIN EVENT: Rusty Howard.

SECOND DIV MAIN EVENT: Leni Faas.

BLM

(Continued from page 21)

Imperial Irrigation District Auditorium
1285 Broadway
Friday, May 12
Imperial Irrigation District Auditorium
1285 Broadway

Los Angeles
Monday, May 15
Parker Center Auditorium
150 North Los Angeles Street
Tuesday, May 16
Valley Hilton Hotel
Room 424
15433 Ventura Boulevard
(Intersection: San Diego & Ventura Freeways)
Sherman Oaks, CA

San Diego
Wednesday, May 17
San Diego Gas & Electric Auditorium
101 Ash Street
Thursday, May 18
San Diego Gas & Electric Auditorium
101 Ash Street

Ridgecrest
Wednesday, May 17
Burroughs High School
Multi-use Room
Burroughs access Road
Thursday, May 18
BLM Ridgecrest Area office
342 Segundo Street
(Old Wherry Navy Housing Facility)

Baker
Monday, May 22
Recreation Hall
Telephone Complex
1 Lakeview Drive
(¼ mile north of Baker Post Office)
Tuesday, May 23
Recreation Hall
Telephone Complex
1 Lakeview Drive
(¼ mile north of Baker Post Office)

Yucca Valley
Tuesday, May 23
Yucca Valley High School
Multi-Purpose Room
7600 Sage Avenue
Wednesday, May 24
Yucca Inn
7500 Camino di Cielo

Needles
Wednesday, May 24
Elks Club
1000 Lily Hill Drive
Thursday, May 25
Needles School District
Board Room
1900 Erin Drive

Blythe
Wednesday, May 24
Ruth Brown School
241 North Seventh
Thursday, May 25
Desert Inn Motel
850 W. Hobson Way

Bay Area
Thursday, May 25
California Academy of Sciences
Morrison Auditorium
Golden Gate Park
San Francisco, CA
Friday, May 26
California Academy of Sciences
Junior Academy Class Room
Golden Gate Park
San Francisco, CA

Riverside
Tuesday, May 30
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Wednesday, May 31
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PAINTER WHITEWASHES TWO FIRST PLACES. Ken Painter took two first places within two weeks aboard a Can-Am 250 MX-4. Sponsored by Callaway Mobile Homes, he scrambled to first at the 2 hour hare scramble in Gastonia, North Carolina. And on March 26, he slapped on a second coat with a win at the cross country race at Statesville.

BROWN RIDES ATHENS GREASE. Kevin Brown was greased lightning aboard a Can-Am 250 MX-4 from Athen's Sport Cycle in Athens, Ohio. Took first place in the Lancaster motocross on March 19.

KOLBE WINS AGAIN. Kolbe Cycle Sales in Woodland Hills, California continued its rampage of Can-Am wins with three firsts within one week. Jim O'Neal on a Can-Am 370 MX-4 ate up Indian Dunes on March 19. Ken Zahrt on a Can-Am 250 MX-4 did the honors on March 24. And Greg Robertson rode his win-lovin' Can-Am 370 MX-4 to first place in the Escape Country, California motocross on March 26.

WILLIAMS WAYLAYS WEEKLY WINS. Bobby Williams is still tearing up the Lonestar State for Lewis Ashby's Cycle Hut. In two weeks' time, he waylaid the Senior Class in three motos on, what else, a Can-Am 250 MX-4. March 5 at Big Spring, Texas. March 12 at Bronte and March 19 at Spring Valley.

GRANT TAKES STATE LINE FOR THE SOUTH? John Grant and his Can-Am 250 MX-4 led the charge at the State Line Motocross and brought home first place for his sponsor, Layton M/C Sales in Cartersville, Georgia.

PARKER FLAT OUT FLATTENS YAMAHAS. Scott Parker and his Can-Am 250 beat ten Yamahas on the half-mile flat track at Springfield, Illinois on April 9. His sponsor, Bob Collins, knows how they're built. And bought a Can-Am.

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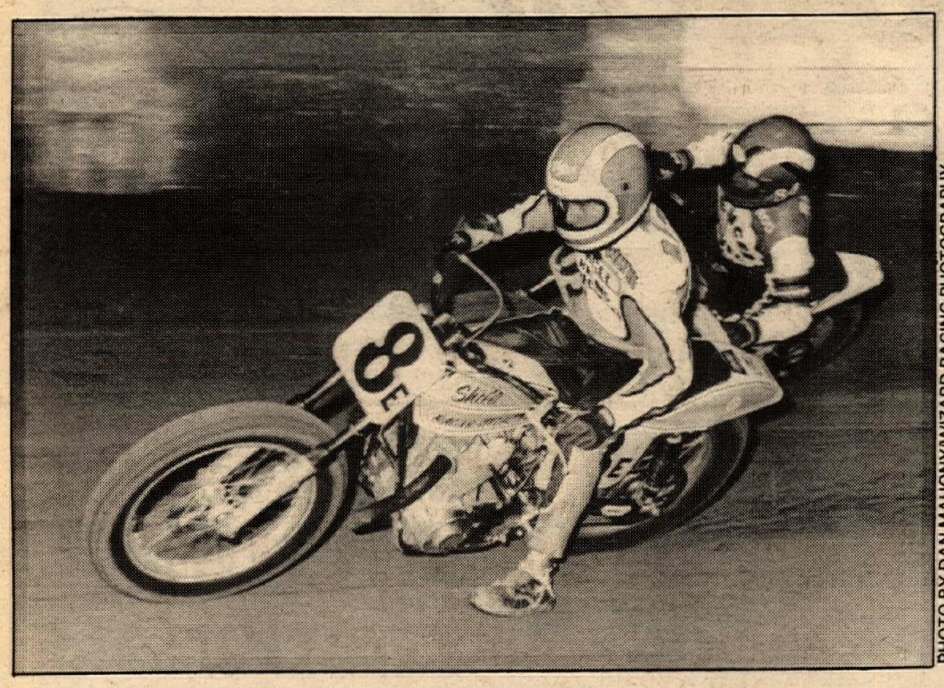


PHOTO BY DAN MAHONY/WIZARD RACING PHOTOGRAPHY

Rod Spencer, shown here behind Wayne Rainey, was the man to break Rainey's win streak in the Junior class at Ascot.

Ascot's Bates Series finale to Lawson, Spencer, Haney

By Maureen Lee

GARDENA, CA, MAY 5

Rookie Expert Eddie Lawson on his Shell Motors Yamaha broke up Alex Jorgensen's winning streak in the Bates Point Series by winning both the Trophy Dash and the Main at Ascot. And if that wasn't surprise enough, Rod Spencer broke Wayne Rainey's hold on the Junior division although Rainey did take his heat, the 11th straight win in a row.

The Bates people are to be commended for co-sponsoring the series and adding funds to the racing "pot." Without them, there might not have been an Ascot season.

The track surface wasn't as tacky as the week before, but even so only one Expert time-trialed in the 22-second bracket, Frank Gillespie got his Harley around at 22.90 while Junior Rainey turned in a 22.91.

The Novices got their heats over fairly uneventfully with the usual frontrunners like Haney, Selvy, Neihart and Steffen making direct transfers. Jeff Allison looked exceptionally good and knows all about riding that high groove, something most of the others weren't doing.

Rainey's heat was the fastest for the Juniors. He got out in front of the rest and was never really challenged by strong-running Danny Perkins while Eddie San Roman and Mike Inderbitzen fought over third and fourth spot. Other direct transfers were Rod Spencer and Mike Minnig, Don Grigsby and Sal Hoffman, leaving four places to be filled from the semi.

Everyone wanted those spots. Richie Volk and Eddie San Roman were so serious about it they hit each other vying for the same track space. Mark Murray won, then came Mike Inderbitzen, Volk and San Roman.

The first Expert heat had quite a lineup, Frank Gillespie, Eddie Lawson and Ted Boody all in a row. Out to take another look at Ascot, Boody intends to put this experience to good use against teammate Jay Springsteen come the night of the May 13 National.

Boody and Gillespie went through the south turn side-by-side with Gillespie taking the lead. Frank, you remember, is on the comeback after taking a shattering crash at the San Jose Mile two years ago. Eddie Lawson took second away from Boody who then had Art Fredenburgh to contend with. Ted hung on to his third, and it was Fredenburgh to the semi.

The second heat looked wild. Alex Jorgensen was out front after getting a jump on the starter, while Danny Hockie, John Sperry and Travis Petton were running the turns behind him three abreast. Hockie finally had a good hold on second when something broke forcing him into a near tank slapper and reitrement on the white flag lap leaving the direct transfers to Jorgy, Sperry and Tom Bries from Wisconsin,who mixed it up really well with the Ascot regulars.

Fredenburgh won the semi followed in by Don Ramer, Tom Berry and Rod Sexton.

The Novice semi provided the most excitement. The starter dropped the flag — literally — and the field got away in such raggletailed fashion that the red came out. Off they went again, and this time two went down in the north turn, Dave Kraft's bike getting completely airborne and jumping the fence. Another restart. This time Stan Kinsey took the lead and held it while Steve Polson and Doug Reiswig really fought over second and third. At one point Polson even rode it off the wall and held onto it, with Jim Birkle right there trying to pass one of them and not be first alternate.

Frank Gillespie had to scratch from the Trophy Dash and Main, with Tom Bries replacing him in the Dash and Travis Patton in the Main. In the Dash, Lawson took off like a shot and just dusted 'em while Boody dropped way back from second when he caught his shoe in the south turn.

Come the start of the Novice Main, there was another disappointed rider. Jeff Allison's bike wouldn't start despite a plug change and alternate Jim Birkle moved to the line instead.

Surprisingly, it wasn't Jeff Haney off the line first. Dylan Neihart got the drop on everybody, but Haney overhauled him about lap two and steamed away. For a while it was a real scrap between Neihart and Derek Land as they went side-by-side down the straightaways, then Clyde Helton caught up to them and passed Neihart. Then, by leaving it on full down the back straight, he took second away from Land.

Mike Minnig led the Juniors off, but Rainey dropped under him in the north turn and it looked like another win for this top Junior. But Rod Spencer had other ideas. First, he got by Minnig then went full charge after Rainey. Rainey tried to hold him but Spencer was not to be put off and passed Wayne on the back straight on the last lap.

The start of the Expert final was bad so they restarted it, and Eddie Lawson took the lead immediately getting the drop on Jorgensen from the start, with Ted Boody third.

For a while, Jorgy ran at Lawson, but Eddie just kept it turned on a little bit more and stayed his distance with Jorgy finally settling down to staying in second, still winning the Bates series overall.

Don Ramer's Triumph, which had been spitting fire through one pipe, gave up and he had to retire. The rest of the field started changing places.

Ted Boody was comfortable in third until Tom Berry arrived. Berry was moving fast after taking care of Art Fredenburgh, John Sperry and Travis Patton. Berry on his Triumph and Boody on his borrowed Harley went at it for a while but the Harley rider couldn't stop Berry's forward progress. Tom moved into third but he was still about a straightaway behind Jorgy's second place.

Right after the white flag was shown, Travis Patton tagged John Sperry's rear wheel entering turn one and Patton got off hard. What a way to end a race! but was Eddie Lawson jubilant at this success? You'd better believe he was! Just one broad grin from ear to ear.

Results in Results Section.

Rathole Rocky roosts OTHG MX

By Lizard Lou Sorenson

LONG BEACH, CA, APR. 23

A beautiful summer-like day and the Over The Hill Gang went to the beach — Cycle Haven, Long Beach. The weather was warm and sunny with a light breeze blowing; however, most of the racers agreed that the track was far from great.

The Novices had the track to themselves for our first race of the day. Dirty Don and Jester Jerry diced for the lead in the first moto; Jerry was first to the checkers. But Jerry decided to wrestle with his Yamaha instead of ride it in the second moto, leaving Dirty Don to throw dirt at everyone for top honors in moto two and for the day. Beep Beep Bob kept his Maico from loading up long enough to capture second place with a 3-2. Jester Jerry moved up to fifth place in moto two for third overall. Dorito Dan crunched his way into fourth place.

The Intermediate class was the largest as usual, and with 17 racers at the narrow gate we were watching for Crash City; we saw it. Pansy Paul held the lead in both motos until he faded back into the pack. Bang Bang Bobo was running second behind Paul in moto two until he flopped over a berm. Through the crashes Dashing Doug dashed to first overall with a 2-1 tally. Run-Over Ron could garner only second overall with his 1-3. Flippin' Fred didn't and got third, followed by Halffast Herb.

The Experts and Amateurs took to the track at the same time. Four

Chris Easterling gets the holeshot enrou Tom Wyatt (06) and Barry Eckess (86) to

Experts got a flag start in front, followed by 10 Amateurs on the gate and then one DuDu. Stubby Steve kept trying to re-route this one turn and put himself out of both motos. Rathole Rocky put himself in first place with a 1-2. Pitter Pat got the feel of his new Suzuki in the second moto and raced Rocky out of first place; his 3-1 got him second overall. The Amateurs wheelied away from the gate and Dinky Denny put himself in first place for moto one, but a flat tire put him out of the racing in moto two. Lizard Lou took his usual soil samples in moto one, slipping from third to fifth place. In moto two, I kept the rubber side down and first place to the checkers (trailing a DuDu in second place) which was good for first overall in some topsy-turvy racing. Honky Herb rode in a strong second in the first moto, but got held back into fourth in moto two for second place. Petrified Pete and Scabby Skip trophied in third and fourth places.

Results in Results Section.

Arizona/California battle at USMRA MX

By Carol Campbell

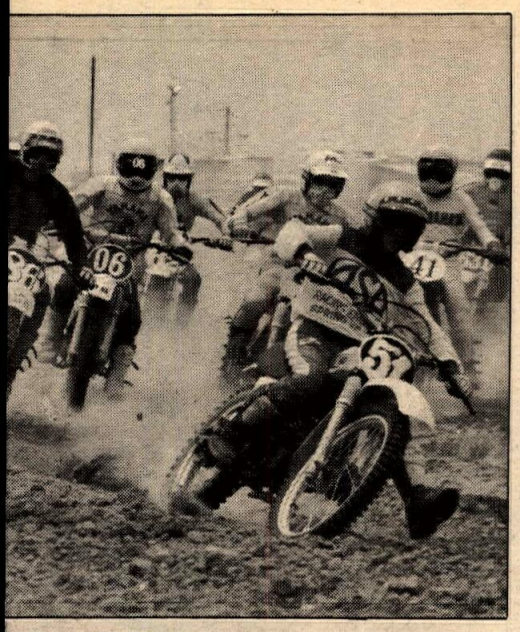
PHOENIX, AZ, APR. 30

The well manicured track of the Beeline Raceway under hazy skies and temperatures in the low 80' was the setting for the second of the five-race U.S. Suzuki Series being presented by U.S. Minicycle Racing Association.

After looking at the final scores it looked as though it had been a California vs. Arizona competition. A perfect example was the fantastic riding of Arizona Expert Mark Meredith (Suz) and California Expert Eddie Glover (Suz). Meredith and Glover played cat and mouse with each other all day long.

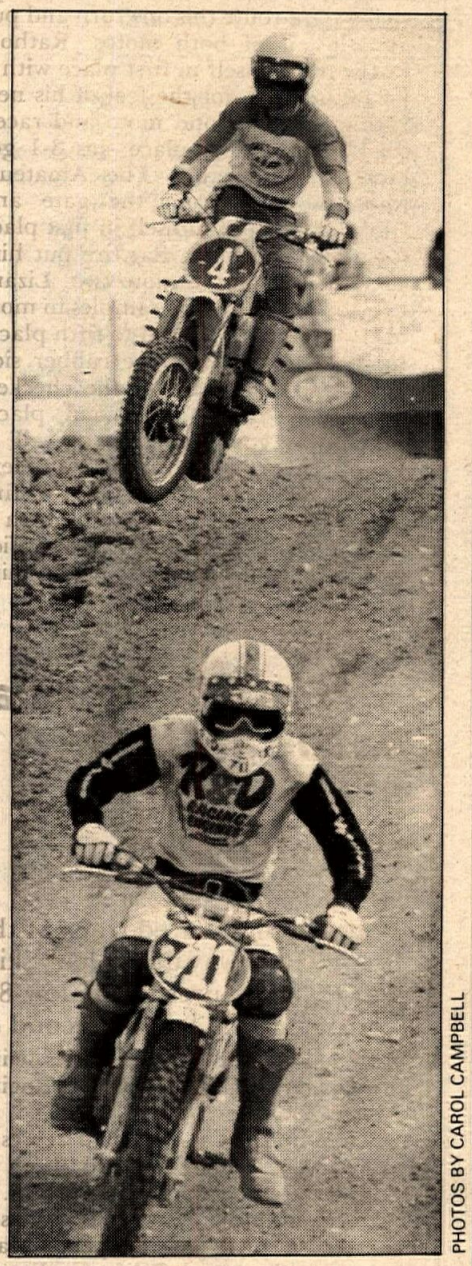
The first chase started in the Open 105cc class. Drey Dirks of Arizona got the holeshot with Glover and Meredith coming out the first turn side by side. It didn't take long before Meredith overtook Dirks to go into first. Glover then made his move on Dirks, going into the second place spot and the chase was on, but Meredith was able to hold off Glover to take the win. Glover finished second and Dirks third.

The 12 years and over Modified Expert class had to be one of the best



o the USMRA 100cc Novice win.
econd and third.

Californian Eddie Glover and Arizonan Mark Merideth (4) played cat and mouse all day at USMRA.



PHOTOS BY CAROL CAMPBELL

races of the day. Again it was Arizona vs. California as Scott Burnworth (Suz) and Drey Dirks got off the line first. Handlebar to handlebar the two flew over the first drop off jump and as Burnworth started to pull ahead, Dirks stopped to check on soil samples, putting Meredith (Suz) into second. Not far behind was Eric Collins (Yam) and Eddie Glover (Suz), but again it was the battle of the States as Meredith started closing in on Burnworth. It looked like Burnworth would take the win, but on the white flag lap he went down and Meredith flew into first,

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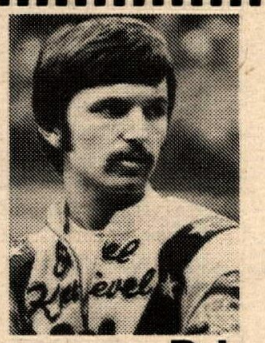

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PHOTO BY CAROL CAMPBELL

Drey Dircks takes the Open 105cc lead at USMRA, with eventual winner Mark Merideth (4) and runner-up Eddie Glover in pursuit.

PHOTO BY KEITH CLEMONS

Open Intermediates Drew Porto and Tom Sheperd battle at CRC's Crown Cycle Sportsman Day, where $1,200 in products went to winners.

Collins into second and Glover third. Burnworth, meanwhile, was back up and into the race in a matter of seconds he caught and passed Glover and, as he came up to Collins in the hairpin turn, he cut under Collins. Collins went down, putting Glover back into the third place spot.

The second moto was almost a carbon copy, as again it was Burnworth and Dirks off the line first with Glover and Meredith running third and fourth. This probably wasn't one of Drey Dirks' better days as again he went down, putting Glover into second and Meredith at his back door in third. Burnworth finished with a 2-1 for first overall, Meredith finished with a 1-3 score for second and Glover took third overall with a score of 3-2.

One of the fastest growing classes it seems is that of the 100cc class. Many ex-mini and still mini riders have adapted to the size and handling of the 100cc with great ease. A perfect example was the 100cc Novice race with some 18 riders on the line. Chris Easterling (Yam), who rides a mini as well, got the holeshot and rode with such expertise there was no catching him. As the rest of the pack fought it out, Easterling just continued to stretch out his lead. With their throttles wide open, Tom Wyatt of Arizona (Yam) and Barry Eckess of California (Yam) tried to catch Easterling but to no avail and had to settle for second and third respectively.

The third race of the U.S. Suzuki five-race series will be held on June 4 at Barona Oaks in San Diego.

Results in Results Section.

Olson king of the hills in Old Timers MX

By Wayne Powell

TRABUCO CANYON, CA, APR. 30 The Old Timers Motocross Association fielded an entry of 44 riders for the CRC program at Racing World's new "California Track." The course is a series of steep hills with off camber turns that is some what different than the local riders are used to. It takes more than just speed, it requires finesse.

Nine Masters went off the line but it was strictly a three-bike race between Marshall Jennings, Blackie Lewis and Marvin Olson. Lewis would get the holeshot and lead the first lap, with Jennings taking over on the second time around and Olson charging up from behind. In the first moto, Olson was closing on the leaders but unloaded in a muddy turn near the finish line. Meanwhile, Jennings and Lewis tried to lap a slower rider while running side by side. Jennings tangled handlebars and went boots over number plate, giving Lewis the win. "Movin' Marvin" Olson was not about to let a little thing like a fall put him out of contention. He dialed it on and made it back up into second place.

The start of the second moto was a carbon copy of the first. For three laps Jennings led Lewis and Olson as they exploded away from the rest of the pack. They were running so close together that it looked like Jennings was towing a tandem trailer. On the fourth lap Olson made his move. He put a beautiful pass on Lewis in the same spot where he had fallen in the first moto. Within half a lap he had Jennings and the lead. Olson went on to win the moto and the overall. Lewis got by Jennings on the white flag to take second. Doug Archibald was some distance back, but rode a steady 3-4 for a third overall.

The Expert class was dominated by the Jones Brothers. Sam just ran off and left 'em in the first moto. He went wire to wire for the win and even caught and passed several Masters. Jimmy was only a couple of hundred yards behind in second, followed by Ralph Dodson.

The second moto belonged to Jimmy. He pulled Sam off the line and the two of them started picking off stragglers from the Master class. Sam took the lead briefly in mid-race, but Jimmy was not to be denied. On the fifth lap, he made the pass and inched away from his brother. The second moto win gave him the overall. Dodson was close behind Sam to nail down third.

Don Jensen won the Amateur class by using his head as well as the throttle. While Ray Sanchez and Chuck Woody were stampeding for the lead, Jensen just tucked in behind them until they wore each other out. Late in each moto, he passed them both to take a 1-1 win. Woody put together a 3-2 performance for second. Bill Lyons brought out a new Husky Automatic and wheeled it into third place while George O'Haver, by virtue of a very smooth third place finish in the last moto, took home the fourth place trophy.

The Novice race was swept by Joe Bray, but not without a tough battle with 57-year-old Ray Arnold. Ray led for several laps in the second moto, but Joe got by him for the win. Don Hobson was close behind them for a pair of thirds and third overall.

Results in Results Section.

Sportsmen go for Crown Cycle loot at CRC MX

By Keith Clemons

TRABUCO CANYON, CA, APR. 30 Take 1200 dollars worth of product awards provided by Crown Cycle for the winners in all Sportsman classes, add a terrific track like Racing World's new California Course, plus just a pinch of rain to keep the dust down, and you've got the recipe for Gormet Motocross a'la California Racing Club — bon appetit.

In the 125cc Beginners, Danny Ramirez showed up to hustle some of the loot. In the first moto he jumped into the number one spot and stayed there until flag girl Kathy Barbacovi waved him across the finish. Doug Shane, starting sixth, hauled cakes to place second and ninth place starter, Matthew Zigeler, hot handled his Honda to finish third.

Race two for the 125cc Beginners proved to be another no challenge race for "Sano" Danny as he swept the field running in front all the way. Outside of CRC Sportsman competition, Ramirez is also the top 125cc racer for Ghar High, which is currently leading the 2A division of the Scholastic Motocross Association. Matthew Zigeler took the number two place in the second moto and along with his third place moto win, rode for second overall. Mark Horton grabbed the third place but Doug Shane clenched third overall with higher points.

In the 250cc Novice race Paul Ivie scrambled for the holeshot but Rob Dameron promptly shut him down, taking the front for himself. Tim Edmonson, starting fifth, drove through heavy traffic to catch Dameron in the second lap and a dogfight for position went up with Dameron defending. Edmonson cranked his Yamaha through the turns and on a fifth lap corner edged Dameron out taking the win. Dameron drove in second and Ivie trailed in third.

Ivie took first overall, however. In the second race he pulled his Yamaha into an early lead and ripped across the wide open spaces to win uncontested. Rob Dameron placed second again which was his position overall. He started off in front of Ivie but lost the ground in just one lap. A challenge then went up between Dameron and Edmonson. In the third lap Edmonson whipped by Dameron and led the chase for awhile but Dameron recaptured the position after two tours of the course and Edmonson was left in third where he placed for the day.

The first moto for the Open Intermediate class gave Donald Draskovich a chance to collect his choice of Crown Cycle's give-aways. Draskovich bounced off the line third but quickly snatched first and hopped his Husky into a bounding lead. The only trouble he had at all was in the second-to-last lap when his pipe mount broke and seared off the air valve on his shock, but in spite of having no rear suspension, he still won the race. Draskovich consistently wins in the 250cc Intermediate class but this was his first Open Intermediate race. Another Husky rider, Brad Vandenberg, placed second, and third went to Lynn Vick.

Draskovich ran the second moto even smoother than the first taking the holeshot and the checkers without interference to become the overall winner. With his long run winning streak in mind he plans to quit collecting trophies and start riding for Pro money in the very near future.

Lynn Vick and Brad Vandenberg switched positions in the second moto when Vandenberg let Vick squeeze by in the top of the seventh lap. Vick took second overall and Vandenberg followed him in for third overall.

Noteworthy was 125cc Pro David Behlings, who won his first overall victory by outracing Yamaha Motor Corporation-sponsored A.J. Whiting. John Atwood won both motos of the 250cc Pro race and Greg Eargle made a clean sweep to become overall winner in the Open Pros.

Results in Results Section.

Grigsby goes at Corona HM/TT

By Elaine Jones

CORONA, CA, APR. 26

Breakdowns were the order of the night at Corona Raceway's half mile/TT as riders made last minute adjustments to their equipment before the San Jose AMA Camel Pro Series mile.

Don "T Bone" Grigsby had his name all over the 750cc Money half mile as he led the way wire-to-wire. The real battle was the one fought between Dorothy Rowe and Mike Minnig for second. Rowe had a slight had a slight advantage at the end of lap one. Minnig proved chivalry — at least on the track — was dead, as he came back strong and was in front of her as they hit the front straight on lap two. For three more laps it was Grigsby, Minnig and Rowe but Dorothy was not about to give up and her chance came on the fifth lap and once again she was in second. On the eighth lap Dorothy made a mistake. She went high between turns three and four and Minnig was there to slip underneath. With one more lap to go Minnig was able to hold off Dorothy for second.

Dorothy fared much better in the Open Expert half mile, holding Steve Fortune and Doug Hannon in the two/three spots.

Pete Hames didn't get off the line first in the 250cc Money half mile but he had caught Terry Singleton by the first turn to claim the numero uno spot. Todd Brown locked into second but he was not allowed to move any further. Terry Singleton rounded out the field with third.

Matt James, one of the most improved riders over the past year, went head-to-head with Ammex-mounted former National motocross champion Gary Jones in the Money TT. Jones, who really seems to enjoy flat track, tried every trick he knew to get around James and his big Triumph but power was the name of the game and the Ammex was no match for the Triumph.

Jones did romp home in the 250cc Amateur/Expert TT going wire-to-wire over Eddie Drake.

Results in Results Section.

DeAnza MX Sportsmen go for it

By Ron Lawson

SUNNYMEAD, CA, APR. 30

Most of the excitement in any motocross can be found in the Sportsman classes. Last week at DeAnza a couple of the Sports-

(Continued to page 30)

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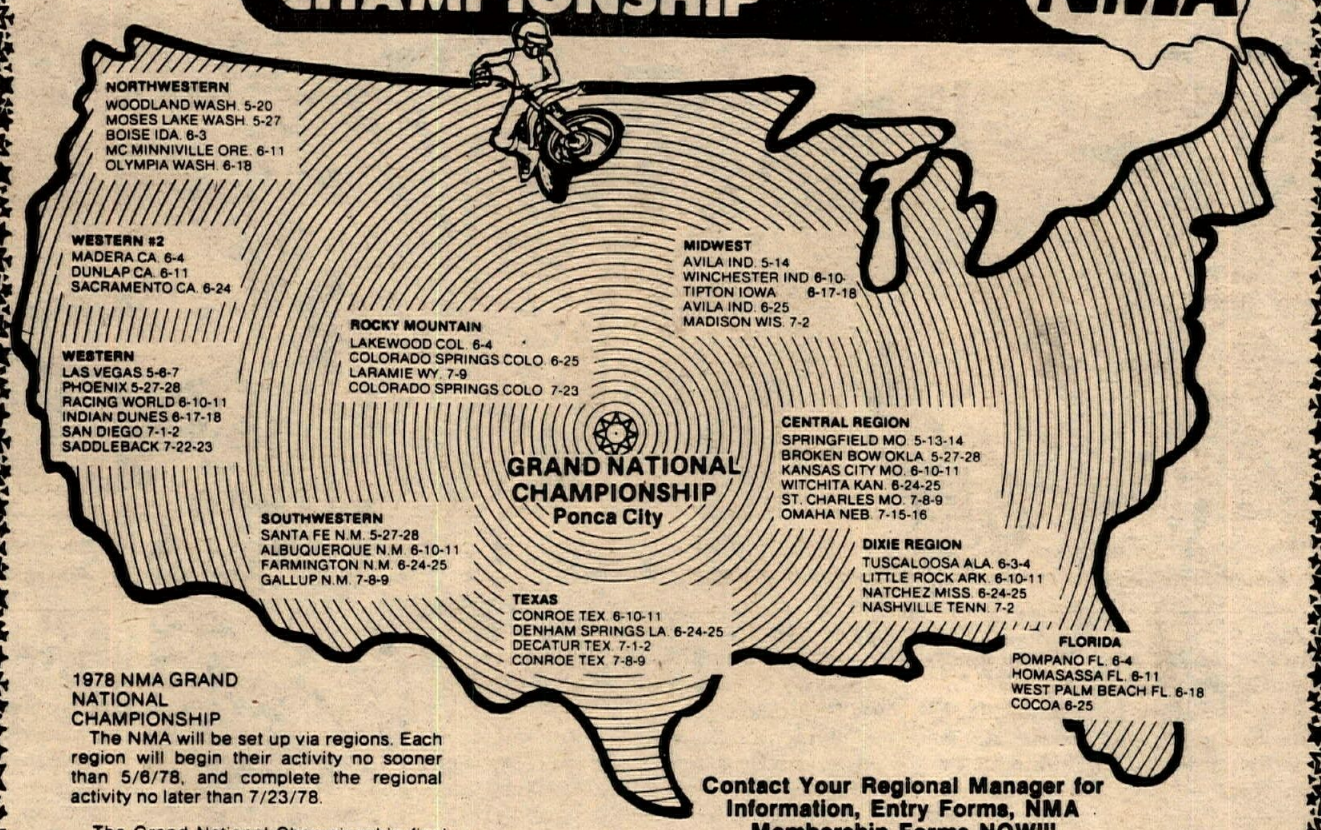

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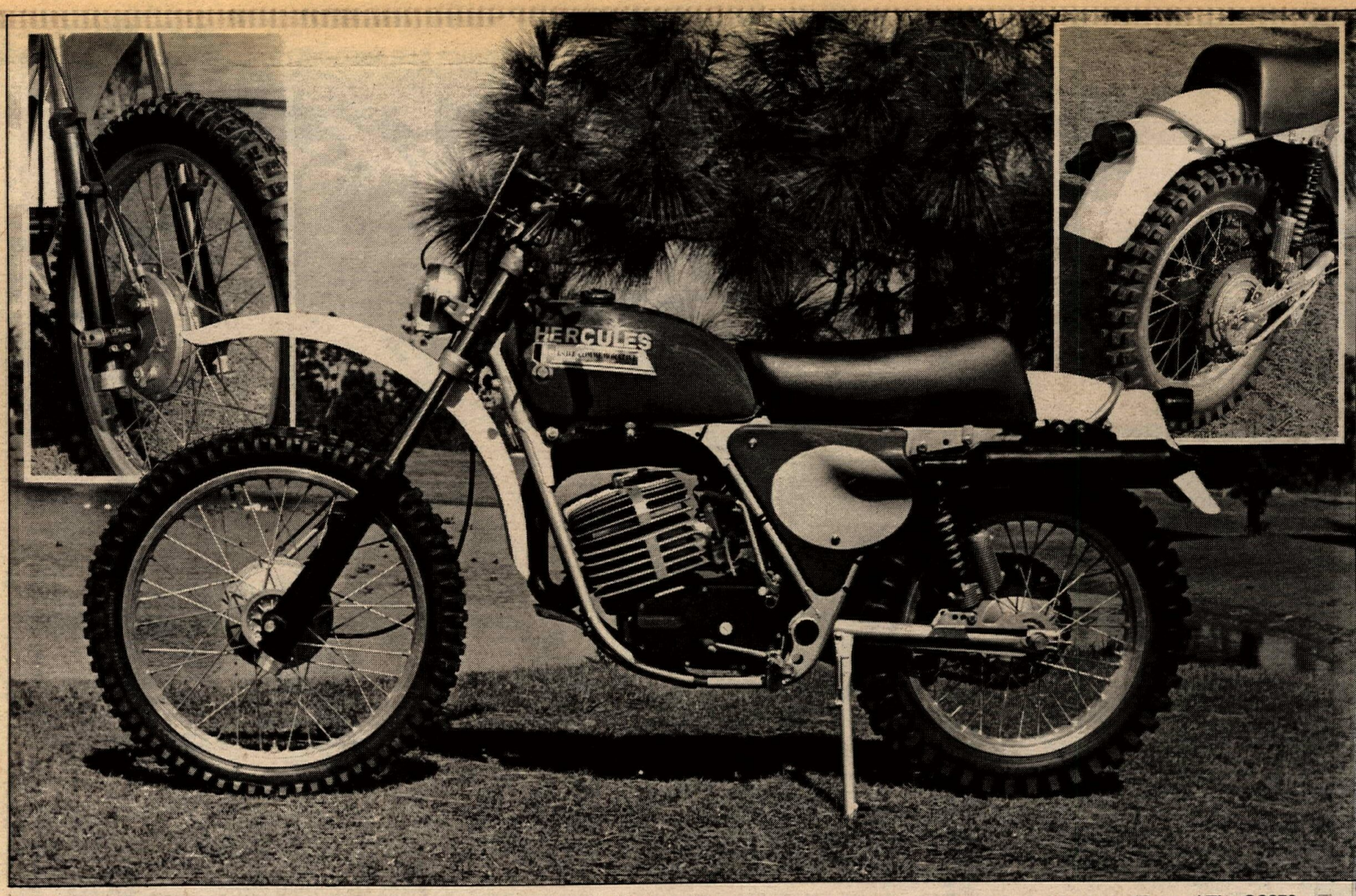


(Top left) Nothing but the best up front: 3.00 x 21 Metzeler around a shoulderless Akront, housed by massive nine-inch travel Cerianis. (Center) The GS250 at rest: low, lean and compact. (Top right) The thick Falk fenders and firm saddle add to the list of impressive features.

Impression: Sachs/Hercules GS250

Outstanding features, reliability and budge

By Mike Klinger

When a car dealer lists standard equipment, a person might receive a AM radio or a spare tire or even a heater. Well, when it comes to standard equipment on motorcycles, Sachs/Hercules has the edge over all its competitors. Picture these items as standard: Ceriani leading-axle front forks, Marzocchi nitrogen-filled gas shocks, VDO speedometer, Magura power levers, Akront shoulderless rims, Falk extra thick fenders, Metzeler ISDT tires, Motoplat CDI, and the list goes on and on. The Sachs/Hercules machines are precision built in West Germany with ISDT-proven features to commemorate the medal winning performance in 1977 by Mike Rosso.

The "Limited Edition" seven-speed series ISDT Commemorative machine comes to you in four flavors; GS125, GS175, GS250 and the GS350. There is not much difference in the four models when they are standing side-by-side. The only thing that gives away each model is the brightly colored gas tanks and the leading axle front forks on the three bigger bore machines. The bore/stroke specifications run from a 54 x 54mm on the GS125 to a 71 x 61mm on the GS250 and 73 x 61mm on the GS350. Note that the bore on the GS350 is only 2mm larger than the GS250. Also, the engine displacement on the 350 model is only 8cc more than the 250 model. The reason for this is that the GS350 can be run in the 350 ISDT class or in the Open class at one of the local events. But, is a 253cc Sachs/Hercules competitive against a 390 Husqvarna in the Open class of an enduro? You be the judge of that.

The single cylinder, two-stroke, air-cooled, seven-speed power plant is full of mustard. All four models incorporate the identical gear ratios from a 3.17:1 first gear to a 0.834:1 seventh gear. On the GS250, the enormous radial finned engine receives its juice from a 36mm Bing carb which sits at a slight tilt so that the exhaust pipe may fit tighter in on the machine. The air travels via a Twin Air that is rubberband-mounted to the air box. Plastic, screw-mounted side covers house the entire air system. Horsepower is factory rated at 32 brake ponies at a high 8000 rpms. The 125 and 175cc edition got even higher revs at 9200 on the 125 and 8500 on the 175. Enough talking, let's take the machine for a thrashing.

We received a GS250 seven-speed edition straight from the crate, nothing done except lacquer being put on the decals to resist wearing. The first impression was what to do with seven speeds? Go 100 miles per hour, shift all day, or cruise in third or fourth so you don't get over your head!

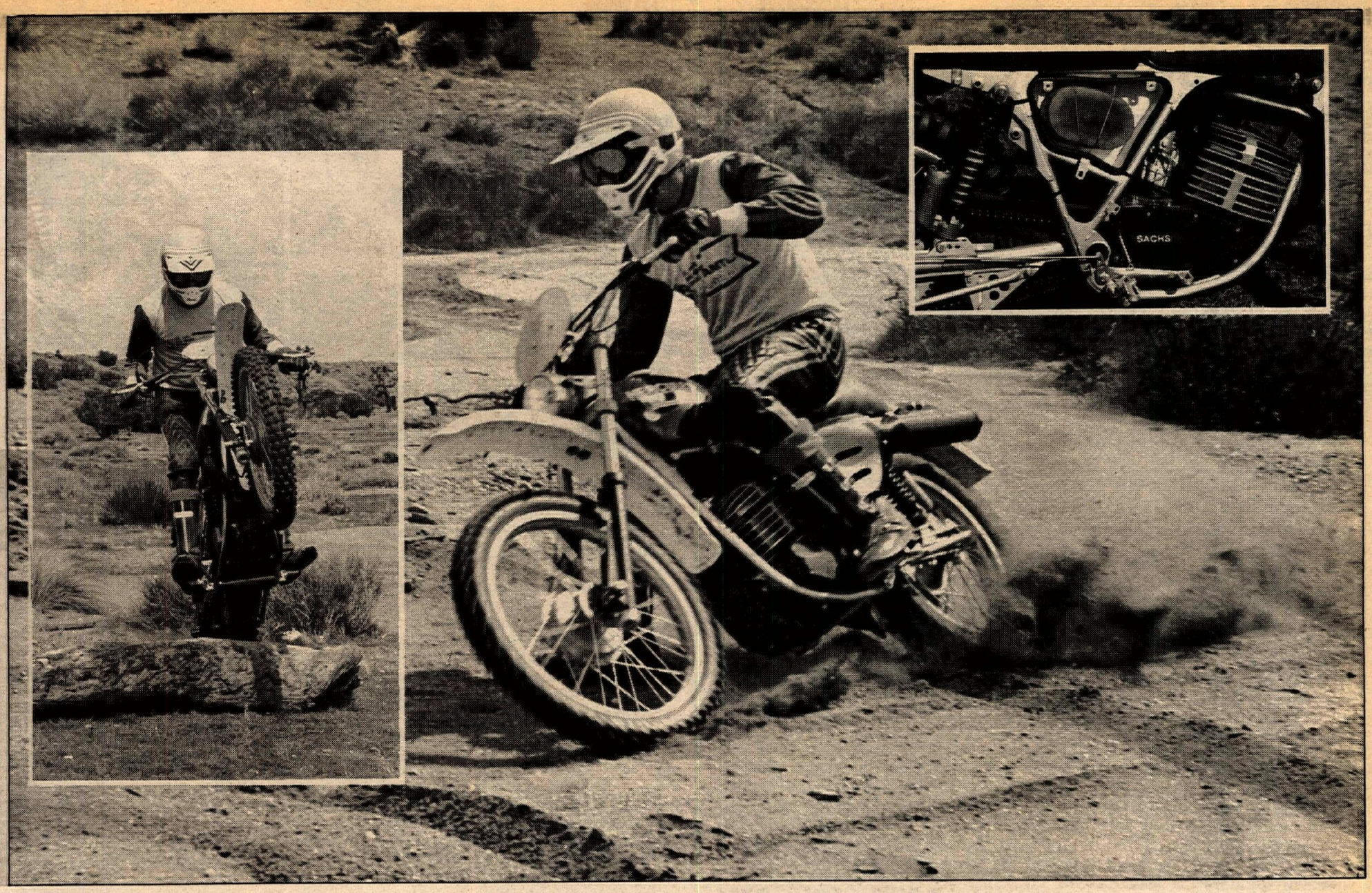
Before we get into seventh gear, let's talk about starting this machine. At a cold start, the 36mm Bing needs to be tickled for three to five seconds before plunging down on the left-side mounted kickstarter. Once the engine is warmed up, the choke, located on the handlebars by the throttle, must be opened up completely. When we first encountered this little jewel, common sense tells you to turn the handle clockwise to choke the machine. Wrong! Once the engine is warm, twist the assembly so the cable is tight and the bike is ready for action.

Once on the saddle, the rider gets the feeling of finally being in control of a pure enduro machine. The Cerianis soak up every obstacle encountered and the gas Marzocchis worked fine in the vertical settings. This was our first outing so we were a little cautious during the break-in period. Once the engine was heated up we dialed it on for some high speed fire roading. The best we could turn was a sixth gear 70 mph before we had to shut down due to lack of straight dirt road. Seventh gear was unthinkable!

After only 23 miles of some break-in motoring about, we were presented with a flat rear tire, lost tank bolt and no front brake. After close inspection, some changes had to be made. We now got our first real look at the quick-change rear wheel. Dismounting the rear tire was as simple as pie. Hold the axle with a large phillips screwdriver and unscrew the right side bolt. The axle then pulls out and the wheel assembly is pulled free from the machine. The sprocket stays connected, the chain does not have to be removed nor does the brake rod have to be fiddled with. Everything is stationary. A one-inch bushing is removed on the left side of the hub which allows the entire wheel to be pulled free of the rubber sprocket cushions.

Further inspection revealed that the rear Akront was drilled for only one rim lock and we tore the stem right off the tube by spinning the rim in the tire. The problem with the front brake was that for the long travel Cerianis to be used, an alternate cable stay had to be employed to get the right action on the brake arm. The stay on our test bike did not work at all. Our remedy was to wheel the adjusting screw and nut all the way down and take the brake arm off to give the right tension on the cable. Once the minor adjustments were made, the bike ran like a clock.

These limited edition models sport some real ISDT features. A 35/35 watt



(Top left) Test rider Jeff Nelson stands the GS250 on its tail after encountering an Eastern enduro-type log. (Center) The handling on the Sachs is superb, sandwash or rocks. (Top right) To split the cases, remove the magnesium side covers. The cases are separated horizontally.

pricing "zero" the course

Bilux headlight with high and low beams and a brake activated rear stop light. A useless horn is located at the top of the double loop cradle frame just below the turning head. The horn does not work well but it is all legal. The silencer is very quiet and does not incorporate a spark arrester.

Getting ready for an enduro, we decided to put the Marzocchis at the 45° mounting angle, and on the number three of five spring settings. With four mounting positions on the swingarm, three on the frame and five different spring tensions the rider is bound to find his Cadillac ride for any terrain. Riding in the enduro was the best ride in a long time. Although the GS250 is equipped with a chromemoly frame, the machine weighs in at 255 pounds which could become a chore on the side of a hill.

With the 2.6 gallon metal gas tank, the 35 mile loops were no problem. Pulling into all the checks, the VDO resettable speedometer was right on the money, to the 10th. Through some tougher portions of the event, the 10 inches of ground clearance proved to be advantages in many of the rock steps. The plastic skid plate needs to be packed away. We melted ours where the header pipe made contact.

The brakes, housed by conical hubs, work super well. A combination of the good brakes and the nine inches of front fork travel helped out on some disasterous rocky downhills.

Miles into the event, a slight banging was noticed. The kickstarter did not want to stay in its folded-in position. It constantly swayed in and out, in and out. A big rubberband might solve this leg-lashing problem.

After the enduro, with an excellent score tallied, we realized that there was not one situation that we were not in the appropriate gear. With the seven-speed gear box, the machine is never lost for the correct gear. On the flat portions of the event, there was always another gear to rely on. The bike is a flat-out, high speed mover just waiting for the roughest terrain. Even in the slowest and rockiest sections, the three mph first gear was perfect. When it came to uphills, the GS250 scaled everything in its way. The bike weaved its way up between other disabled bikes and bodies in an easy second gear with a little slip of the clutch. From a dead stop in some V-shaped gullies, first gear was used to spin the 4.00 x 18 Metzeler to crest the hills.

To take the GS250 Sachs/Hercules seven-speed home with you, the suggested retail price is $1230. Compared to a Yamaha IT250, there is about a $300 savings. But compare the number of Yamaha establishments versus Sachs/Hercules locations. This is a main factor to keep in mind when purchasing any motorcycle. In conclusion, for the budget price, outstanding and proven features and the ISDT reliability the GS250 seven-speed is sure to zero the course. ●

Specifications

Model	**GS-250**
List price	$1230
Engine	Single cylinder, two-stroke, air-cooled
Displacement	245cc
Bore/stroke	71 x 61mm
Compression ratio	11.5:1
Carburetor	36mm Bing
Lubrication	Premix
Fuel tank	2.6 gallons
Starter system	Primary kick
Transmission	7-speed, constant mesh
Gear ratios	1.) 3.17 2.) 2.18 3.) 1.64 4.) 1.29 5.) 1.11 6.) 0.996 7.) 0.834
Frame	Double loop frame, chrome-moly tubing
Suspension	
Front fork	Ceriani telescopic fork (leading axle) 225mm travel
Rear swingarm	Marzocchi gas reservoir shock absorbers, 5-position adjustable, 105mm shock travel
Brakes: Front	Internal expanding (conical hubs)
Rear	Internal expanding (conical hubs)
Rims	Akront shoulderless
Tires: Front	3.00-21 Metzeler MX-Enduro
Rear	4.00-18 Metzeler MX-Enduro
Ground clearance	10 inches (25.4 cm)
Ignition	Motoplat CDI CV/breakerless with lighting coil
Clutch	Wet, multiple disc
Lights: Headlamp	35/35 W-Bilux
Taillight	21/5 W (with stop light)
Speedometer	VDO speedometer/odometer (resettable both ways by tenths)
Wheelbase	55.5 inches (1,400mm)
Seat height	35 inches (900mm)
Width (Handlebar)	33.2 inches (830mm)
Dry weight	255 lbs.
Color	Red tank and side covers

Western hotline

PHOTO BY RON LAWSON

Joey Thomas (3) briefly leads winner Tom Hodgin (47) and David DeFluiter in the DeAnza 125cc Beginner class.

PHOTO BY LEE TAYLOR

Chip Johnson rounds a corner ahead of Jerry Shore (1J) in the 125cc Pros at AME's night motocross at the Dunes.

(Continued from page 27)

men let it be known that they intend on going straight to the top by putting in impressive performances.

One of them was Tom Hodgin in the 125cc Beginner class. At the start of moto one, Hodgin and his Redlands Suzuki mount rocketed into the lead. Behind him, there was a three-way dice for second between Zane Hentrup (Yam), Rusty Hannah (Suz) and Joey Thomas (Suz). On lap two, Thomas worked his way into second, but then crashed and dropped back to ninth. This left Hentrup and Hannah (no relation to Yamaha's Bob Hannah) to chase the disappearing leader. With two laps left in the race, Hannah passed Hentrup, but he had to be satisfied to stay there because Hodgin was just too far gone.

In round two, it was the same story. Hodgin ran away with first palce, leaving the rest of the pack to fight over second. When they crossed the finish line it was Hodgin, Carl Pockett (Yam), and Hannah.

Clouds which had been threatening the races all day finally let loose and soaked the track just before the last moto. The slippery conditions caused Hodgin and several other riders to fall in the first turn. While they were remounting, Pockett was running away with the lead. Hodgin was in the back of the pack, but everyone was having difficulty negotiating the slick course and he soon found himself in third. With a score of 1-1-3 he got his first-ever win ahead of Corey Anguiand (Suz) and Hannah.

The 250cc Novice class also had a runaway winner. Doug White (Suz) passed Brian Hoffman (Suz) and Gary Merrill (Suz) on the first lap of moto one and then started to open a 15-second lead. Hoffman and Merrill diced for second for half of the race, then Merrill began to tire and fell back. Hoffman then fell and Dave Koch (Yam) wound up with second place.

White ran away with the next moto as well and this time second place went to Danny Williams (Suz). In the last round, White took it easy because of the muddy conditions and coasted in with a third which was still good enough for first overall.

The DeAnza Pros came out in force and, as usual, they were very fast. On top of the 250cc class was Lance Burgess, who usually rides a 125cc. He must get along well with his new mount because he led moto one from start to finish. Steve Davis, on his Cross-Up, Inc., Honda, was never far behind but he just couldn't manage to get around Burgess. Third place went to Danny Jean (Suz) and fourth went to Mark Rawley (Suz).

In the second moto, it was Jean that got the holeshot. In two laps, however, Burgess jumped into the lead and started to pull away. One lap later, Davis got around Jean and that is how they finished again.

A new face at DeAnza, Scott Cavness (Suz), took control of the Open Experts. He took both motos by storm, leaving second to Jim Lowe (Mai). Don Simonian got third.

Results in Results Section.

Arnet, Jannings cop AME night MX

By Lee Taylor

VALENCIA, CA, APR. 28

Edwin Arnet (Cole Box. Suz) rocketed to the overall win in the125cc Pros at American Motocross Enterprises' night MX at Indian Dunes. In the first moto Jim Holley, riding a Yamaha for PK with a factory support ride, zoomed out into the lead. Chip Johnson was staying up close with Scott Morgan and Peter Snorteland holding third and fourth respectively. Arnet worked up into second as Johnson went down on the back section of the track. Arnet had heavy traffic behind him with Morgan and Snorteland keeping relentless pressure on, as well as their own crazy duel going for third. Finally Morgan was off on the side of the track in trouble and John Oswald moved in and took over third. With a lot of changes taking place throughout the moto, Holley held firm to the end in the lead, holding Arnet to second and Snorteland finishing in third.

The second time off the line John O'Mara sprung into the lead with Johnson and Holley close behind. O'Mara opened up a super lead and left the dueling to Oswald and Arnet for the second place slot. When the winning checkered flag came out Arnet was there for top money, Holley took down second overall and third went to Snorteland.

Andy Jannings (Hon-Murry's Hon) scored a spectacular pair of back-to-back wins in the 250cc Pros. Starting off the evening right he grabbed the lead in the first moto, egged on by Jeff Vidic and Dean Perry in third. With Jannings way out in front the battle of the night was between Perry and Vidic. Another duel was going down fourth between Dave Vicioso, Jim Tassano and Craig Cole. Pushing Vidic back to third, Perry went to work on Jannings. Cole, now in fourth, was closing fast on Perry and finally took over third when Perry went down coming around on the final turn before the checkered flag. Crossing the line Jannings held the lead, Vidic was strong in second and Cole took third.

Coming back the second time, Jannings repeated his past performance by snapping the lead away from Cole and Vidic. Moving up quickly, Tassano stole fourth away from Perry and set out to take Vidic but had to settle for fourth. By the end of the moto Jannings sailed in for the overall win, Vidic took down second place money and third went home with Cole.

Bill Hagen (Yam-Murry's M/C) won out over a field of super riders to take overall in the 500cc Pros. Andy Jannings (Mai-Cole Bros.) started off with the lead for the first moto with teammate Steve Richard behind him. Richard and Dean Taylor had a grueling duel going for second, both of them clanging wheels all around the track. Moving up fast, Hagen almost looped it over the jump just past the tower but recovered and set his sights on Jannings. It was anyone's race for third with Richard and Taylor side by side. Richard pulled ahead only to have Taylor snatch third away on the home stretch.

Out to settle the score, Hagen led off the line in the second moto with Richard hot on his heels, Jannings in third and Taylor running fourth. Jannings, closing fast on Richard, took an inside line and made his way by. Closing fast on Hagen, Jannings was right up behind him but couldn't manage to steal the lead. Taylor was out to take Richard in a battle for third, taking over when Richard went down in front of the tower. Coming around on the white flag lap, Hagen and Jannings were neck and neck with Hagen pulling the lead and holding on. Hagen scooped up top money for the class, Jannings took second overall with third going to Taylor.

Results in Results Section.

Saum shines at SATA trials

By Toni Gulley

MAMMOTH, AZ, APR. 23

Bultaco-mounted Ron Saum topped Suzuki-riding David Clark by two points, 62-64, to win the Expert class in the Southern Arizona Trials Association Triangle Bar Ranch trials. Third-place Expert Seldon Smith (Yam) was seven points off the winning score with 69.

In the Junior Experts, first place went to Travis Crawford with 52 points on a Yamaha, Eddie Petho followed with 67 points and Scott Probasco (Mon) came in third with 74 points.

The Amateur class winner was Babe Sarver from Phoenix. Dan Willliams (Bul) followed in second place with 58 points; next came John Ness on a Montesa with 67 points.

The Novice class numbered six riders and first went to Dave Finley with 34 points on a Bultaco, well ahead of second-place Suzi Saum with 67. Semi-Novice was the most popular class with 13 riders. First place went to Rick Miller with 29 points, only one point ahead of Chuck Galloway. Ed Smith took home third place with 38 points.

In the Juniors we have more and more riders all the time. Jeff Hueber took first place with 29 points, and for the first time this season Jay Gates took home second place; he has really improved. Third place went to a new rider, Stacy Wilson, with 45 points.

Not very many Powder Puffs came out — there were only three — with Edith Trusty in first with 42 points. Sharon Barrow had 49 points to take second over Kristi Gates with 52 points came in third.

In the Senior class, it was a real close one. Bob Gates, Don Parker, and Jerry Dean all came up with 38 points. Gates had more cleans than the other two so he took first. Parker took second and Jerry Dean took home third.

Gary Smith was the Trialmaster for this one, and even though his sections looked easy, they were tough.

May 27-28 is the Southern Arizona Trials Association two-day event. Saturday the 27th will be a fun day with all kinds of games and fun with everyone. It will be at Morenci, AZ; for a map of directions write to Denise Probasco, 53 Calle Arizona, Tucson, AZ.

Vaughan, Crabtree win at Coors Trans-AME Sportsman MX

By Lee Taylor

SANTA MARIA, CA, APR. 30

Jim Vaughan (Yam) racked up

a super pair of back-to-back wins in the 250cc Juniors, Division One during Sportsman action in the Coors Trans-AME round at Spillway Park. Richard Pogue started off the action with a wide-open lead by the end of the first lap. Vaughan was running second with a pack of heavy traffic on his tail, all dueling for third. In third, Fred Paquett was holding back Tom Gin, Randy Rogers and Gary Truhitte. A Pogue/Vaughan battle developed for the lead with Vaughan taking over towards the end in a hairy contest that kept each rider at the edge of his limits. Vaughan pulled ahead and managed to open a lead, while Pogue developed mechanical difficulties and had to push his bike off the track. Randy Rogers took over second and fought throughout the remainder of the moto to keep Lee Bognuda (Suz-Bognuda Const.) behind him. Coming down for the checkered flag Vaughan held a strong lead, Rogers held second and Truhitte took over third.

The second time off the line, Rogers grabbed the holeshot, holding Vaughan behind in second with Truhitte and Gin challenging hard in third and fourth respectively. Vaughan got past Rogers, held onto the lead and took top honors. Rogers was second overall and third went to Truhitte.

The second division of 250cc Juniors charged off the line with Robert Crabtree taking charge on his way to back-to-back victories. He had Lee Norton on a Can-Am for Mammoth Skidoos running second, obviously equally at home on both motocross tracks and snow. Tom Flinn and Stuart Johnson had their own duel going for thrid. They had both John Foster and Mike Price coming up fast behind them, threatening to overtake at any moment. Crabtree carried his lead down to the wire as Johnson took over second and Flinn held third. Flinn had a wheel-clanging, no-holds-barred battle with Price down to the last moment, holding Price to fourth.

The second time around Flinn and Price diced for the lead off the line and way into the race. Mike Hampton was making tracks and pushed his way into third by the end. Crabtree ended up the victor with second overall going to Price and third to Johnson.

Mark Moserop (Yam-Answer Products) claimed top honors in the 125cc Juniors, Division Two. In the first moto Bobby Gran took charge after easing out Burl Beveridge and Perry Cendro for the lead. Glenn Cave took over the second place slot with Moserup fighting off Billy Noland for third. Cave moved into the lead, taking with him Moserup in a battle that carried them through gusty winds that buffeted them about, catching yards of banners in their tires. Towards the end Moserup made his move and took command, holding on by a narrow margin. Cave ended the moto in second and Gran remained steady in third.

When the rubber band snapped for the second time, the pack attacked the track two and three abreast with Ed Minton and Glen Scott wheel to wheel for the lead. Moserop moved on into the lead, taking with him Cave in second. Back in the pack Keith Almond (Yam) had his own private battle going with Mike Rahilly. Coming down for the finishing flag, Moserop took top honors, Cave got second overall and third went to Gran.

Results in Results Section.

PHOTO BY LEE TAYLOR

A group of riders go for it on the bumpy Spillway track during Sportsman action in the Coors Trans-AME Series.

Novice night at Elsinore TT

By Andi Gangewer

ELSINORE, CA, APR. 22

Chuck Hobbs was the overall victor of the Mini class at Elsinore Raceway by clinching first all three motos. Susan Mason and Hobbs got a head start because they were Beginners, and Hobbs made it work for him. Hobbs kept the lead, but Jim Snow and Terry Longnecker quickly moved into second and third. Hobbs had a very comfortable lead and Snow and Longnecker continued to battle for second. Longnecker, aboard a Suzuki 80, was second for the first two laps, but Snow took over from there and the checkered fell with Hobbs, Snow and Longnecker, one, two, three.

In moto two it was Hobbs who again led the pack across the finish line. Snow and Longnecker came from the back line to work their way to second and third. Snow had a solid second this race and concentrated his efforts on catching Hobbs instead of keeping Longnecker from passing. Snow worked the whole race to catch up, but

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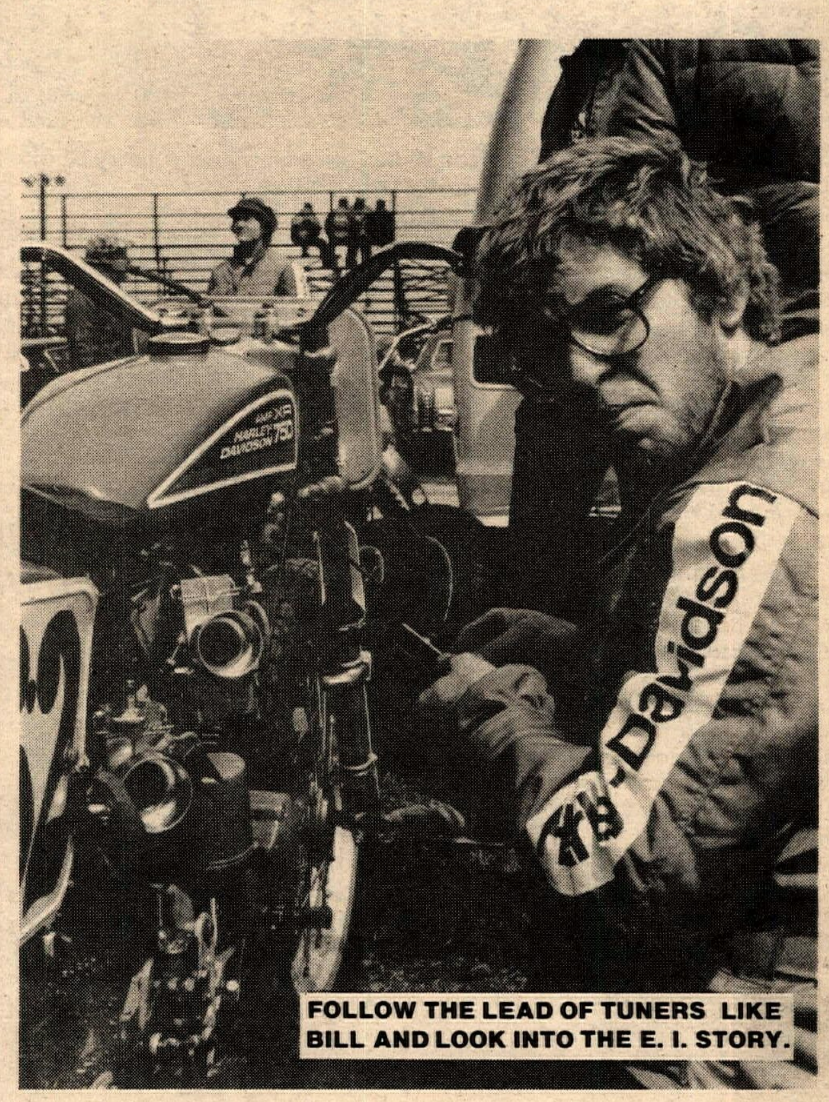
Bill (Super Wrench) Werner, Tuner for National Champion, Jay Springsteen says, **"I selected the E. I. Carbs for Jay's bike and they worked just great. The first time out we took a win. Two other machines on the team also had the E.I.'s installed and the riders raved about their performance."**



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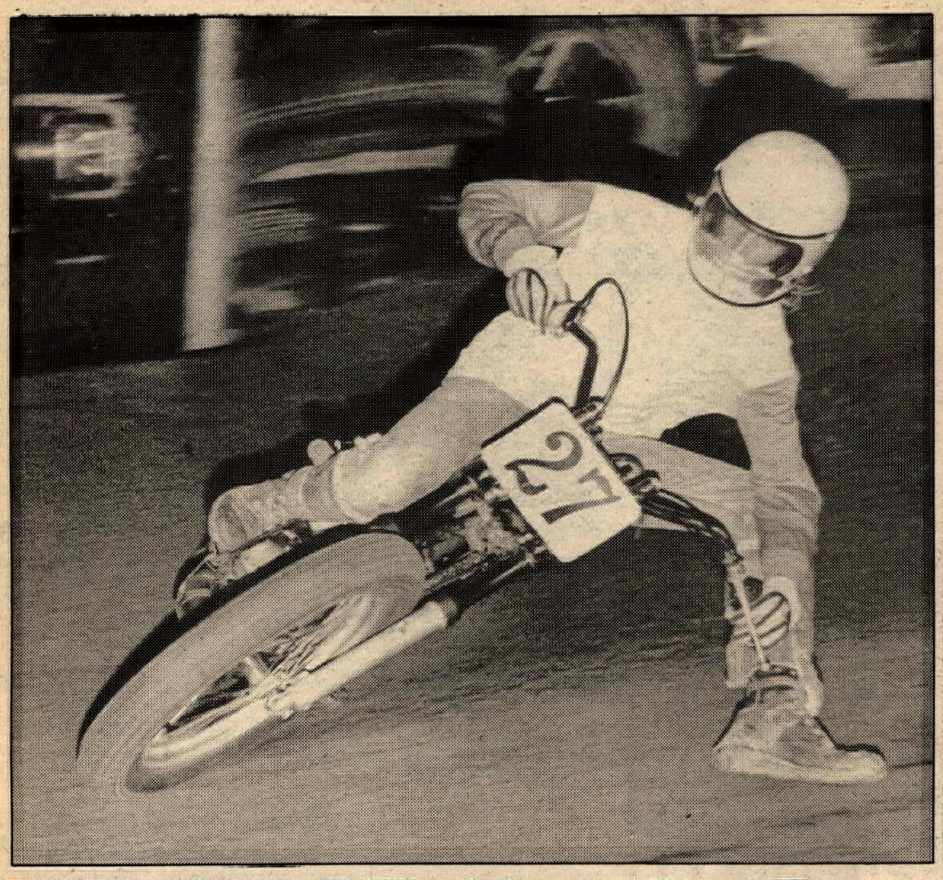

PHOTO BY WIZARD RACING PHOTOGRAPHY

Floyd Measurall won the third 250cc Novice moto at Elsinore's TT.

Val Tamietti holeshots the CMC Open Pros while David Gerig (11) pursues.

PHOTO BY PHOTOCROSS

Max Maple leads fellow 125cc Pros Rick Johnson (7x) and Terry Shekell (7) around the Speedway 117 night motocross course.

Hobbs' lead was too great and the finish went Hobbs, Snow, and Longnecker.

The final moto for the Minis started, and not-very-Beginner Hobbs led by about seven bike lengths. The finish was a carbon copy of the first two and after the race, Hobbs pulled around and picked up his first-place trophy and Novice ranking.

The 250cc Novice class was a close one. Mark Aragon pulled the holeshot race one and held it till the finish. On lap two David Luna and Floyd Measurall had a coming together on the sweeper and Scott Lasko (Suz) moved into second. Jeff Spahn was third and they finished in that order.

Moto two Aragon again pulled the holeshot and Luna held his ground and finished a solid second. Bruce Heiland was third.

In the final round, Luna was the first off the line. Spahn was second and Aragon, caught in traffic, was third. Aragon tried to push through to second but ended up on his side on the sweeper. Scott Lasko made the most of Mark's mistake, and picked up the second spot. Floyd Measurall got "checkered flag fever" and lap four he headed for the finish line in first and ushered Lasko and Luna in in that order.

The overall finish went Aragon, Lasko and Luna. Aragon was aboard a Yamaha; both Lasko and Luna were on Suzukis. This is about the last time Aragon will be classified as a Novice since he has gained enough points to be an Amateur.

Results in Results Section.

Gerig upsets Tripes at CMC Speedway 117 MX

By Rod Eschenburg

CHULA VISTA, CA, APR. 26

Torrey Pines High School rider David Gerig was the outstanding rider of the night at Speedway 117 in the Coca Cola San Diego High School Championship Series with a big win over Marty Tripes in the 250cc Pro class.

Gerig ran a close second to Tripes in the first moto and came back to score a convincing win in the second moto as Tripes settled for a third behind hard-riding Mike McGowan. After coming from fifth to first in the first moto, Tripes seemed content to stay back in the pack again in the second moto, but regulars Gerig and McGowan refused to be intimidated and ran off from him. As a matter of fact, new Pro Clint Hardick almost got Tripes for third at the checkered flag. Speaking of Hardick, who was making his first start as a Pro last Wednesday, he seemed a little "tight" off the line but once the racing to underway he seemed to settle down and showed some real great riding in both the 125 and 250cc events and picked up a third overall in the 125s. The 125cc Pro class featured a complete domination by Mike Tripes who seems to win every time he appears at Speedway 117.

With Hardick moving out of the Intermediates, a real donnybrook was expected by the fans and they were not disappointed as El Capitan rider Keith Finch took the 125cc Intermediate class with a third and a fourth place finish over young Woody Carlson who put together a 6-2 for second overall. Moto winners Keith Pagel and Joe Bonetti were able to finish their other moto. Chris Harrold picked up a fine win with a two-straight in the 250s, but not without lots of trouble from Mark Day and Tutti Juarez.

The Junior classes again produced lots of great competition with Greg Cramer picking up his second straight win with two smooth riding second-place finishes. Another Junior rider who is establishing himself as a rider to watch is newcomer Vanya Samarin who scored his second straight 100cc Junior win and looked to be a winner in his 125cc Junior division until mechanical problems sidelined him in the second moto. Red-hot Tracy McMillan took his second straight 500cc Junior win and looked to be a two straighter in ther 125s again until the scooter gave up in the second moto with a 50-yard lead on the last lap.

Defending champion Santana High appears to have a two-straight effort going for it in the 1978 Coca Cola/San Diego Series, but a real battle for the second and third places between four schools is emerging now. El Capitan, Mission Bay, Monte Vista and Morse are only separated by 130 points as the second half of the season comes up next week.

Results in Results Section.

Tripes, the Honda Express, takes CMC MX

By Patti Firth-Trotter

CARLSBAD, CA, APR. 23

Bright sun and lots of well-burned bodies was the norm for a change at the Continental Moto-sports Club Carlsbad Raceway motocross.

The 125cc Pros got the first shot at the dusty track. FMF Suzuki-riding Tim Lunde was off first and going for the gold. Deac Jocic (Cole Bros.) had the second slot. Suzuki of Pomona rider Paul Thede, Jack Keese, and Terry Shekell followed. Lunde was able to hold the lead for three laps but a busted throttle cable put him out. By this point in the race, Shekell had moved into the number one slot, where he stayed for the rest of the race. Keese seemed to be in good position without too much pressure from third-place Anderson, although on the seventh lap Anderson slid right by. "Roo" rider Tony Gomez, back on his old familiar mount came from the far back in the pack to cross under the checkers behind Anderson, next was Thede.

In the second moto Jack Keese was the holeshot rocket; Lunde was breathing down his neck by the third turn and, at the halfway point in the lap, had the lead. For the next 11 laps no one even came near Tim. Keese rode a very strong second with Anderson looking smooth as silk in third. Anderson got the signal from his pit crew that third was good enough for the overall win, so he just settled in, not taking any chances. Tony Gomez and the Roo again started far back, but by the end of the race were in the money. Paul Thede and Terry Shekell finished next.

By the time the endless class of 125cc riders had finished the first round of racing the track looked as if we were still in the midst of the major drought. Looking down the start straightaway, one could tell the start of the 40-rider 250cc Pro race would

PHOTOS BY PATTI FIRTH-TROTTER

Team Honda's Marty Tripes started getting back in shape after a knee injury at the Pontiac Supercross by winning the CMC 250cc Pros.

be insanity. David "Holeshot" Gerig, aboard his Ocean Pacific Sunwear-sponsored Suzuki, was gone, and added another holeshot to his record. Bassett rider Dave "Works" Miller moved his Yamaha into second while the rest of the riders struggled to see who would get through.

After experiencing a small problem with the slick track, Gerig found himself in third with Tony Gomez — not the Roo rider — (Yam) now the leader and Miller still in second. On the second lap Miller moved to first with Moto Meister Maico-riding, Tim Lunde in second and Gerig still in third. The Honda Express was coming through in the likes of Mighty Marty Tripes. From that point on in the moto it was a three way dice between Miller, Tripes and Lunde. By the time Tripes had captured the lead, eight laps had elapsed and the serious

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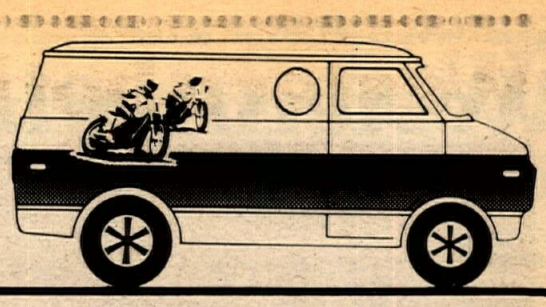

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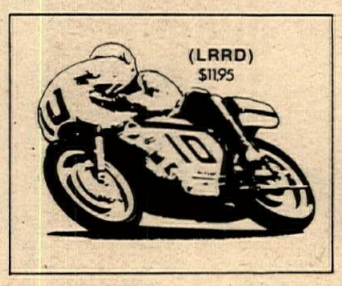

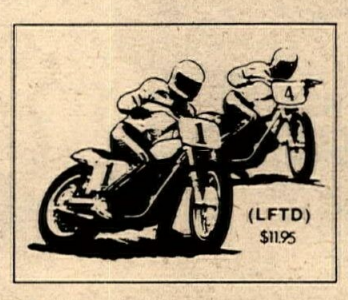

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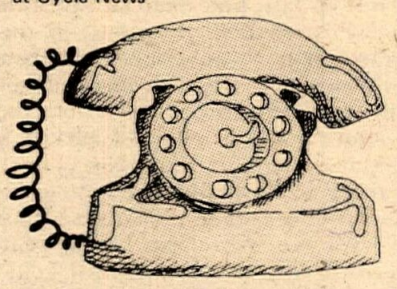

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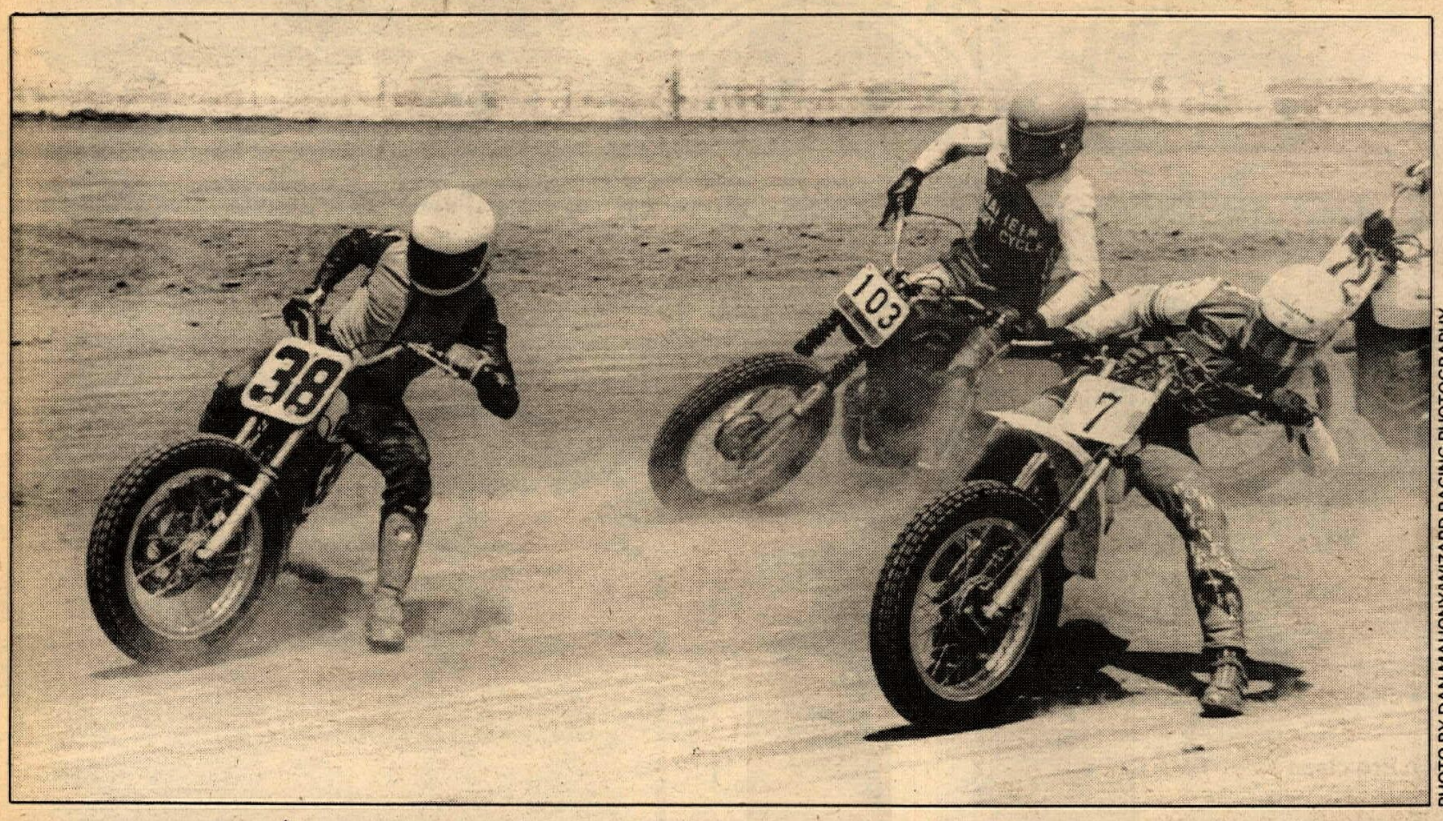

PHOTO BY DAN MAHONY/WIZARD RACING PHOTOGRAPHY

Chuck Palmgren leads Frank Gillespie (7) and Allen Swett (103) at Corona's benefit for the Riverside County Juvenile Hall Auxiliary.

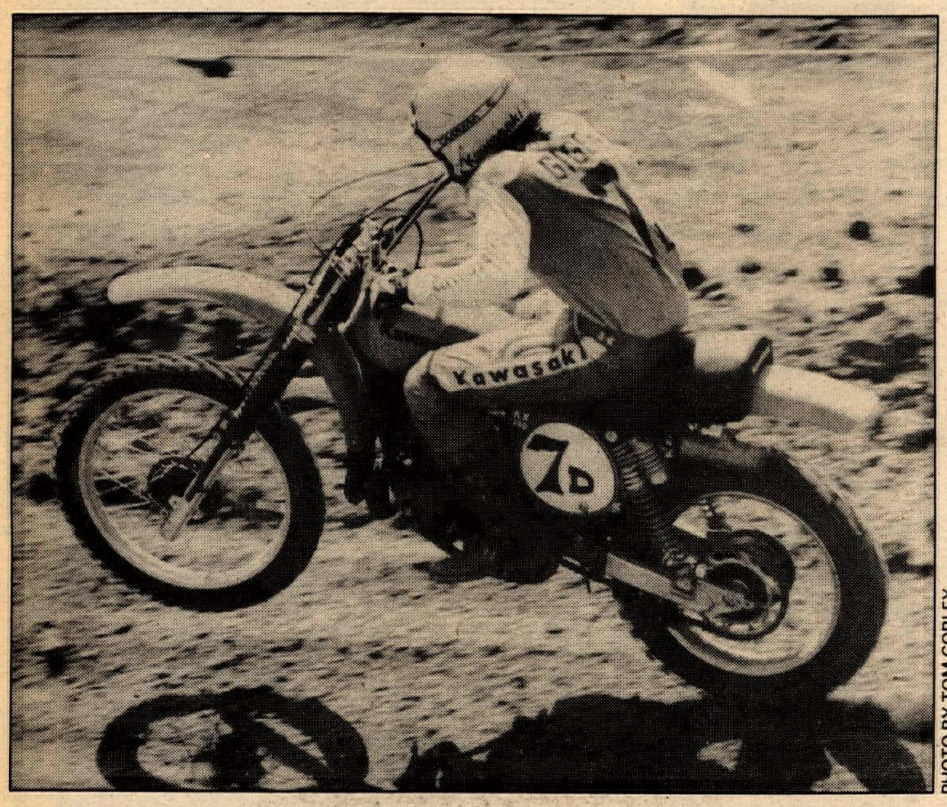

PHOTO BY TOM CORLEY

Lenny Giger won the Saddleback 125cc Pro class and took third 250cc.

contenders were at the front of the pack. Lunde held second place with Miller third.

Lunde took an early lead in the second moto with Tripes only inches behind. Clark Jones, on a Standard Crank, Inc. Honda was third off the line this time with Miller in fourth and Tim Tolar in fifth. Gerig dumped his mount coming off the gate. After the sixth lap when Tripes took the lead there was very little changing going on. Robert Reisinger (Kaw) got to fourth with Steve Blackman fifth. Tripes sure had a giant smile on his face when Kelvin Franks signed his check for $175 for 24 laps worth of work.

Track N Travel-sponsored Val Tamietti took the holeshot in the first of the Open Pro races only to give it up on the second lap to David Gerig. Alan Smith (Up-Tite Hus) was third ahead of Yamaha-riding Chris Chaffee, Bob Maxwell and Wes Sutton, both on Maicos. Randy Rodriguez (Wheelsmith Mai) came from the far back of the pack to capture fifth by the eighth lap. On the 10th time around, Rodriguez moved to fifth where he finished the moto. The top points in the race went to Gerig, Tamietti, Smith, Chaffee, Rodriguez and Mark Rodman.

Tamietti took the honor of getting started first in the second round. Val kept his lead for the entire 12 laps. Chaffee got and held the number two slot with Gerig riding third and Rodriguez and Brian Craze (Up-Tite Hus) finishing next. Tamietti got the lion's share of the loot.

Results in Results Section.

Giger smokes Saddleback's Kawasaki series opener

By Tom Corley

ORANGE, CA, APR. 23

For the first time in the history of Saddleback Park, a motocross series is being sponsored solely by the park crew: The Kawasaki Motocross Series, which is sanctioned by the Continental Moto-sports Club. The six-event series will run from April to late June and all Sportsmen and Pros are invited to chase after the grand prize Kawasaki 250 which will be awarded to the top points leader at the end of the series!

Out of five races some rather sensational riders were seen going all out for it. Kawasaki of Las Vegas ace Lenny Giger made the long haul from Nevada to score two wins. Giger reigned with the first overall gold in the 125cc Pro class and a third in the 250cc Pro contest. The green-outfitted Giger drew quite a lot of attention from the other riders and watching spectators. He just barely got a new Kawasaki 125 and alredy was a natural on the track with it, smoking the other competitors to take two firsts in the 125cc Pro go. The other people who were in heavy pursuit of the flying green streak included Bobby McGregor (Suz), Mike Monaghan (Hus), Kevin Harlow (DG) and Dave Meecham (Suz).

Results in Results Section.

Berry grand slams Corona at Juvenile Hall Benefit

By Elaine Jones

CORONA, CA, APR. 23

The weatherman, after raining out the first scheduled date for the Riverside County Juvenile Hall Auxiliary Benefit, came through with weather and the riders who came to support the cause provided the spectators with some good racing.

Tom Berry had a field day as he walked away with wins in the Open Expert short track, TT and half mile. On the short track, Berry jumped out on top with Earl Roloff and Steve Loomis right behind him. On the second lap Loomis got a wheel under Roloff and took over second but Roloff came right back to reclaim it as they hit the front straight on lap three. Back in the pack, Chuck Palmgren and Frank Gillespie were changing places in the four/five spots with Palmgren ahead for two and then Gillespie taking over for two. Palmgren nailed down third on the white flag lap as he came up with a spectacular move which also saw Steve Fortune get through as Loomis and Gillespie dropped to fifth and sixth respectively. As the checkered flag came out Berry saluted the crowd with one of his many wheelies. Roloff was second with Palmgren and Fortune third and fourth.

The TT again saw Berry out on top and going for it. This time it was Dan McWhorter in pursuit with Roloff a close third and Gillespie fourth. No one seemed able to outfox anyone and they followed each other home in that order.

The third jewel in Berry's triple crown was the Open Expert half mile and again he came up with an outstanding start. This time Bobby Sanders gave chase with Roloff again making his presence known. McWhorter, not far out of the hunt, was fourth with Fortune fifth. Fortune took care of McWhorter on the third lap and was on his way. Three laps later Roloff succumbed to Fortune's attack and Sanders and Berry were all that remained with time running out. The white flag came out and Fortune charged, taking care of Sanders with Roloff riding his exhaust pipe to take third.

Pete Hames, not at his best on a daytime track, got off second behind Bobby Garabedian in the 250cc Expert half mile, but dialed it on and had a lead he never relinquished by the second lap. Todd Brown and Rob Selvy diced for the third spot for two laps before Brown took charge. Garabedian fell to Brown on the fifth lap but held off a strong challenge from Selvy and Chris Cannon to claim third. Cannon squeaked by Selvy to ace him out of fourth.

Cannon pulled a wire-to-wire number in the 250cc Amateur/Expert TT. Ben Meyer and Tom Hughes had the second and third spots but Hughes zigged when he should have zagged on the white flag lap and Eddie Drake was there for third.

It was follow the leader in the 250cc Expert short track as Todd Brown broke on top and Dylan Neihart and Chris Cannon followed him home.

From mighty to mini was the order of the day as the only other triple winner was Mini rider Curtis Cannon.

Mr. and Mr. Lipari and their son Tom, General Manager of the Raceway, plus all the crews donated their facility and services respectively and those that were there and participated should know that the Auxiliary is most appreciative.

Results in Results Section.

The Bell tolls twice at CMC MX

By Patti Firth-Trotter

ORANGE, CA, APR. 30

The day was cold and miserable but the racing at Continental Moto-sports Club's $1,200 Saddleback motocross was some of the best around.

Tim Lunde was first up the start hill in the first of the 125cc Pro motos. Riding for Kawasaki of Las Vegas was

Jeff Vidic leads Tommy Croft in CMC 250cc Pro action. Croft DNF and Yamaha's Mike Bell took the class win as well as the Open Pros.

Tim Lunde won the CMC Saddleback 125cc Pro class on an FMF Suzuki.

PHOTOS BY PATTI FIRTH-TROTTER

a new face, Lenng Giger, in position two. Rick Maki (Suz), Eric Coffin (Suz), John Oswald (Suz) and Paul Emerson (Suz) had the next places. By the third lap, Roo-riding Tony Gomez had worked his way to fourth. Giger seized his mount and Maki took over second and began pressuring Lunde. Maki, looking like he might be able to overtake Lunde's FMF Suzuki, got too close to the wall on Webco Hill and ate it. In fact, after the race Maki asked if anyone had seen the wall jump out into his line. After Maki fell, Gomez was quick to fill in and put the moves on Lunde. Maki and Coffin spent some time dicing for the three/four slots with both getting a big surprise when Suzuki of Pomona-sponsored Paul Thede came from the back of the pack and took fourth. The first three places went to Lunde, Gomez and Maki.

Maki moved to an early lead in the second moto but Lunde made short work of him before the first lap was over. On the fourth lap Maki and Giger exchanged places and Lenny began his assault on Lunde. He too was not being able to catch Lunde. A three-way race got going at mid-point in the moto with Maki, Gomez and Terry Shekell. Gomez got by Maki on lap 11 with Shekell putting them both back when he flew into third on the next-to-last lap. Gomez, Maki, Thede and Troy Fitch (Yam) took the next positions.

Thirty-nine 250cc Pro riders showed up to do battle with some of the best in the west: Riders like Yamaha's Mike Bell, Honda's Tommy Croft, Maico's Dave Williams, Moto-Meister Maico's Tim Lunde and a new hotshoe about whom people were saying at the end of the racing, "who in the hell is Steve Blackman."

Lenny Giger was the first rider around Webco Hill with Bell, Jeff Vidic (Mai), Scot Clifton (JBS), Williams, David Gerig (OP Suz), Blackman and Croft in hot pursuit. Bell bagged the lead by the end of the first lap. Giger stayed in second. Clifton got by Vidic on the third. Vidic, Croft and Williams took turns getting ahead of each other. By the ninth lap, Croft was in command of third and beginning to make Giger a little uncomfortable when the front wheel on the Honda locked up, sending TC to the ground. Although not hurt, Croft decided not to

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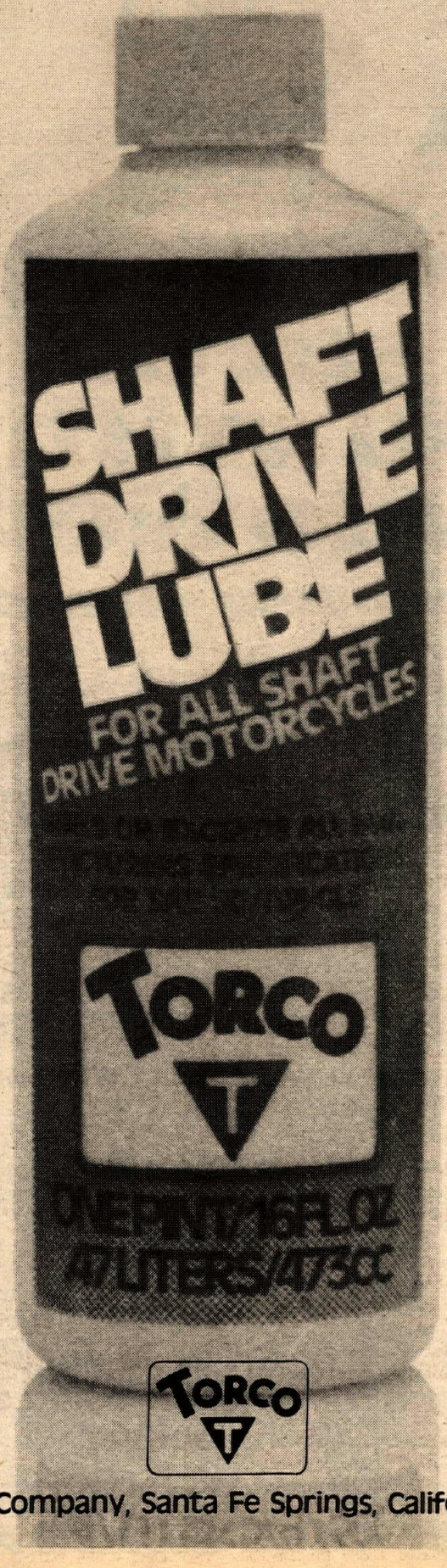

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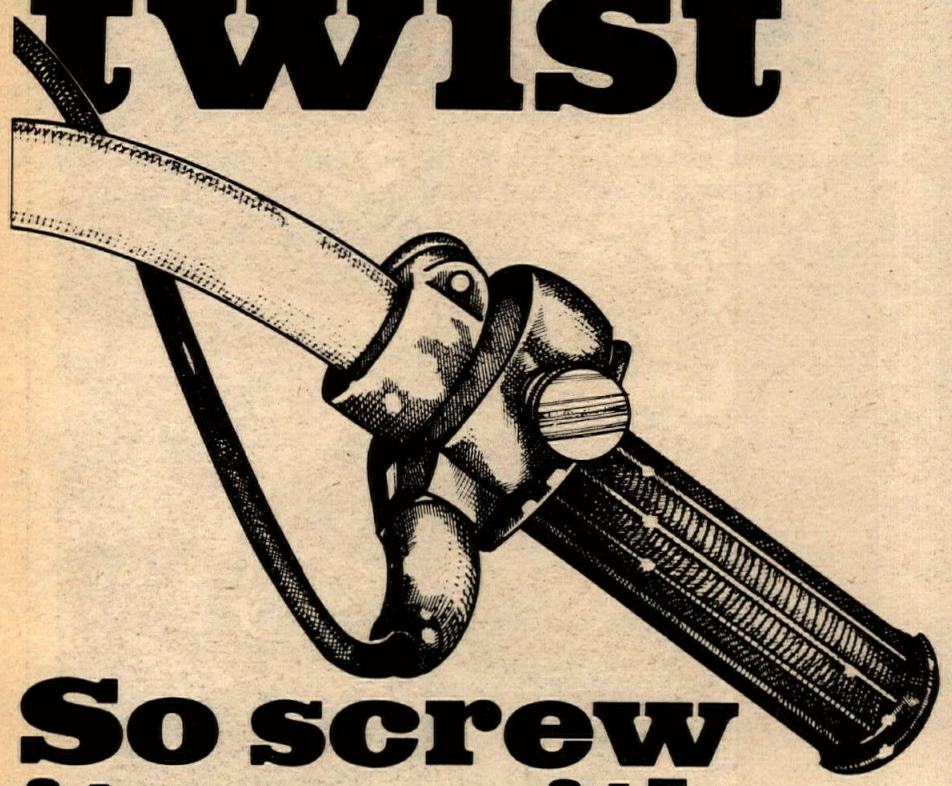

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PHOTO BY KEITH CLEMONS

CRC Racing World 125 and 250cc Pro winner Dean Cates leads Mike Brown.

continue with the questionable machine. Clifton re-took third. Vidic and Williams got a bit too close and Williams wound up on the ground with a badly tweaked ankle and DNF the moto. While all of this was going on, Blackman kept his Maico wide open and by the end of the moto was fourth with Vidic fifth.

Vidic led the pack in the second moto with Clifton, Clark Jones, Gerig, Giger and Bell following. Tim Tolar and Blackman had the next positions ahead of Tim Lunde. Vidic and Bell spent seven laps dicing with Bell finally taking over the lead. Vidic rode the remainder of the race in second with the constant threat of Tim Lunde taking his position away from him. Jones finished the race in fourth with Tolar, Blackman and Honda riding Gregg Young next. When the points were tallied, Bell, Vidic and Blackman got the largest share of the money.

David Williams took the holeshot in both of the Open Pro races but Mike Bell took the win in both of them. Williams was second and Alan Smith (Hus) third.

Results in Results Section.

Cates collects two at CRC MX

By Keith Clemons

TRABUCO CANYON, CA, APR. 23

When you're hot, you're hot and California Racing Club brought not only hot competition to their most recent moto at Racing World but also one of the hottest days, temperature-wise, so far this year. It was hard to tell which hurt worse, the blue bruises of the bounced-about racers or the red arms of the sideline tourists.

Dean Cates was hot. When the 125cc Pro boys came steaming off the line for their first race, Cates squeezed into the hole just ahead of Mike Brown, but it wasn't sunshine on his shoulder making him happy, it was the fact that his jack rabbit Suzuki was hopping to an ever increasing lead and that his "get your wallet thick quick" scheme was about to be realized in the form of CRC payback cash.

Brown, traveling in a secluded second, had trouble with Greg Young every turn of the course. Young hung tight on Brown's tail all the way, just waiting for Brown to slip but Brown stayed in command control and at the finish of the race the positions were, Cates, Brown, and Young, 1, 2, 3.

Brown copped the holeshot in the second moto with Cates running second but Cates made fast tracks and one lap later landed in the number one spot where he stayed to win. Brown, meanwhile, got nailed with a flat and finished the race in second place with less than two pounds of air pressure in his rear tire. Young again finished third making the positions consistent for the overall.

Cates, after padding his wallet with the 125cc Pro money, went on to win the 250cc purse also. (Some people just can't get enough of a good thing.) The first 250cc moto proved to be Cates' hardest but most rewarding race of the day. Starting a slow fifth, he found his way to the back side of the track only to have misfortune hit him broadside as an unidentified rider flat ran him down. Before he was able to re-start his position had dropped to 10th. Others might have cried "uncle" but not Cates. He stayed with it, bulldozing through the traffic until he squeezed up to the front. Top contender Bob Walker, who had the holeshot, laid his bike down and bowed out of the contest and by the last lap Dennis Rose held the number one spot, followed by Danny Jean in second and Cates. When Jean tried to pass Rose for a last lap sneak, they got their fenders crossed and both went down, giving Cates just the hole he needed to scream through for the win. Cates finished first with Jonny Clopton in second followed by Dennis Rose in third.

The next time around, Bob Walker wasn't so easy to push aside. Taking

PHOTO BY BOB GREENBERG

Rod Stiles (38) roosts out ahead of Eddie Green (2) in AME night Minicross competition.

the holeshot he ran a smooth winning race staying in front all the way.

Cates got off second but hit the dirt in the fifth lap, letting Ron Stablein and Danny Jean by. Picking it up, Cates decided to take it easy and stayed in the number four spot for the rest of the moto. Bay Cycle's Walker won the race with a good six second lead but because of his slower first race finish took only second overall. Cates finished first overall and third went to Dennis Rose on a Honda.

Results in Results Section.

Rickard rockets at AME Minicross

By Judy Greenberg

VALENCIA, CA, APR. 21

Marty Rickard put his Suzuki into action to capture the overall for the Junior cycle Stock Juniors during Friday night's American Minicycle racing at Indian Dunes.

Ricky Dumo lost his lead to Brian Peoples and couldn't gain enough ground to get it back. Rickard was in third being pressed by Justin Souza, until Souza went down, leaving Rickard with plenty of space around him. Peoples rode high on the tower berm and went down in the last lap. He quickly recovered to fall in behind Rickard as he followed Dumo into the flag.

The next time out, Joey Rodrigues shot into the lead, moving further away from the troops with each lap. Rickard had second in his pocket, while Warren Provost fought with all his might to keep Dumo out of third. Dumo pulled to Provost's side a couple of times, but couldn't get his wheel in front, settling for a fourth-place finish and second overall.

The 83cc Juniors just couldn't seem to get off the line. The first start was red flagged, with a pileup in the first turn. A re-start showed another first lap pile-up, but with some quick recoveries, the race was underway. Andy Nelinger commanded the first few laps as Adam Ford moved around Dwayne Lewis to take charge of second. Shawn Davis (Interlude Lounge) kept the heat on Lewis and found his way around to challenge Ford. As the first three riders headed toward the downhill sweeper, Nelinger went down putting Ford in front to win the moto.

The second time Nelinger and Knipe fought for the holeshot with Knipe pulling out of the ess in front. Chris LaForm and Davis were neck and neck all over the course, with LaForm gaining a few feet over the tower jumps. Ford pulled up behind the battling duo, but couldn't get around before the flag came out. ●

Results in Results Section.

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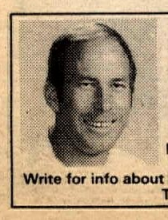

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NORTHERN DATELINE

Larry "Super" Hooper scored a win in the 250cc Experts at Medford's Oregon State Challenge Series opener.

Dobbins, Snarr snatch first Hollister wins

By Jill Smith

HOLLISTER, CA, APR. 23

J'Hont motocross overcame a streak of bad luck with rain storms making mud puddles out of tracks and opened Hollister Sunday for the first time in '78. The well-prepared natural terrain track could not have been better. Up and downhill challenges, as well as a double jump, provided the riders with something to test their skills on. Spectators were treated with some real good motocross racing. Also in abundance was Poison Oak, which provided the riders with a real incentive to stay on the track. Some riders that were less than lucky in their motos are now moved up to the Expert class in the care and feeding of Poison Oak.

In the 125cc Expert class, Dan Dobbins and Shawn Cady battled it out with Dobbins finishing first overall. The 250cc Expert race showed the spectators a spectacular event with Phil Douglas on his A-1 Glass-sponsored Maico and Neal Snarr exchanged positions both races, with Snarr finishing in first overall.

The 125cc Intermediate class showed several promising riders that may soon dominate the Expert class. Steve Alarcon rode to a 1-1 win for both motos. Ken English pulled a holeshot in both motos, but couldn't hold off Alarcon. Finishing second was Kent English and John Gardner took third.

Results in Results Section.

Hooper, Wing wing Medford Challenge wins

By Lynne Diltz

MEDFORD, OR, APR. 22-23

Medford's Don Price had an idea, and after much worry, leg-work and hair pulling (no kiddin', his hairline has receeded two inches!), that idea became a reality with the first running of the Oregon Motocross Challenge series at MRA's Medford Motocross Park. This race and the following two two-day events at Roseburg and Bend feature two motos of sportsmen on Saturday and two 30-minute motos of 125, 250cc and Open Experts on Sunday, interlaced with the third moto of the complete lineup of sportsmen.

Everyone was treated to two days of the finest motocross seen all year long. The MRA crew did a smooth job keeping the events going without delay and the Jackson County Search and Rescue unit members who were stationed around the tough Medford course did a superior job of helping and protecting downed riders.

Saturday's events shot out of the starting grid with more than a few Mini Juniors and Don Hendricks romped solid firsts both motos and added another first on Sunday. Wayne Hauzer gave chase for 2-2-2. Tiny Becky Roberts took a first-moto header up the back straightaway and was caught under the bike. The plucky little blonde hung a seventh in moto two and a fourth on Sunday to finish fifth overall. Don Menne from Fort

PHOTOS BY LYNN DILTZ

Rick Yates gets a little anxious to hit a Medford corner.

Jones, California, easily handled third. Brad Johnson totaled a 2-2-1 for the Mini Intermediate win and a 1-1-5 gave J.D. Amen second.

Dave Nordin, new to motocross, made a fine showing in the 100cc Kids Junior class with a 1-2-1. Mike Deo got solid thirds for a second overall and Les Link finished third at 2-6-4.

Brian Mode and Rex Haskett, two of the fastest 100cc Kids riders in Southern Oregon, had all eyes on them before their racing was over. Haskett got a first moto holeshot that almost blew Mode off the track. Mode closed fast, but Haskett shut the door at the Oak Tree berm. Mode kept on Haskett's rear knobby for four laps, going high and low and finally went under Haskett on the big back berm. Neck and neck down the front straight and through the S turns, Haskett finally dumped it, putting him out.

Second moto, Mode did a number on Haskett out of the gate and Haskett played follow-the-leader for two laps, took the low groove at the flagpole and suddenly Mode was in second. Haskett increased his lead by several seconds before losing a chain and precious time until he got it back on. Sunday's third moto was a repeat performance which Mode won.

Twenty-three scrambling 125cc Juniors used all the wide starting area and at the first left there was a five-bike pileup. In the dust there was no way of telling who was who; riders were even grabbing the wrong bikes. Cross Up Raceway-sponsored Keenen Johnson (Yam) finished the races 4-2-2 for a first. Mike Huffman on a 747 Suzuki came up second with a 2-6-5. A 1-4-8 gave third to Donnie Miguel.

The 125cc Intermediates featured two riders who have been battling all year long at the local tracks and then added a Portland rider to the tangle. Gresham Suzuki-sponsored Kevin Tomasini used his first moto learning all about the berms, bumps and rocks while David Dense barely edged out Rick Huffman for first.

Second moto, Tomasini found his line and it was Dense, Tomasini and Huffman, then Huffman, Dense and Tomasini. Dense finished the second moto holding the bike seat on with his legs.

Sunday's third moto found Tomasini out in front from the gate to the checkered flag, Dense second and Huffman third. The three-moto totals gave Dense first, Huffman second and Tomasini third.

Scott Christensen and John Roberts overdid the 250cc Intermediates "togetherness" bit on the flagpole berm; they hit and Christensen's foot hung up in Roberts' bike. Looked pretty silly to see two riders going out of the berm and over a small jump with their arms over each other's shoulders, until everyone realized they were trying to get Christensen's foot free without wrecking both of them.

Racing for money seems to make motocross a little hairy. An even dozen 125cc Experts plowed through the first lap, bumping and pushing and trying to get it all sorted out. While Dan Hartsfield, Randy Wing, Doug Frisbee and David Link were battling for positions, Low Cost Cycle's Vic Lilya was setting himself up for advancement. He squared berms and took the right line to pass steadily into first place. Fifteen hard laps later, he bought a bit of mother earth and last reports had a broken forearm. Wing and Dan Villipoto tried the same line at the Oak Tree corner and went down in a cloud of dust. Nineteen laps saw Wing back for a win. A smooth, steady ride, avoiding all the confusion, brought Mel Samples to second.

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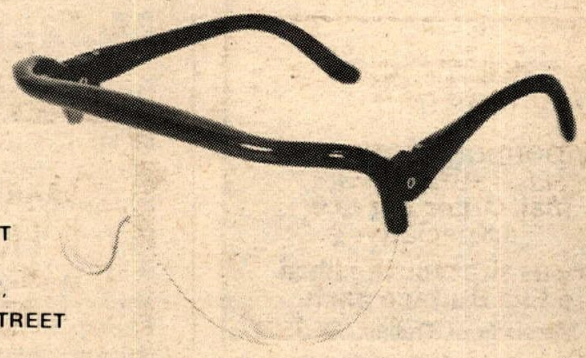

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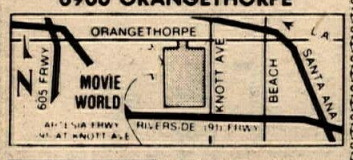

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NORTHERN DATELINE

The Cheshire grinner, Skeet Hise, dominated Mulkey motocross.

Monte Mitchell (18) and Jeff Howard (66)

Mulkey mud-o-cross at its best (worst?)

Hise marinates Mulkey mud

By Action Oz

McMINNVILLE, OR, APR. 16

Skeet Hise inserted his programmed mud tape and decimated the Mulkey mire to dominate the Open Pro class at Mulkey's motocross opener Sunday. Riding a Yamaha from Cheshire, Oregon, he made mincemeat out of a big problem for the rest of the field.

When the campers, vans, pickups and trailers began arriving for the opening day event at Mulkey ORV, the rain had done its thing. But a vote was taken and most of the riders wanted to ride anyway. One thing we must remember, National class motocross is run in any weather. This was a good chance to gather that all-around riding experience. Most riders realized this, most riders ran.

When the Open Pro class came off the line, the surface was like grease. Rounding the first right hander was Carl Cole (Yam), Mike Phillips (Suz), John Welch (Yam), Hise and Scott Hudson (Suz) all practically side by side. As they went into the second turn, Hise was running fourth. Less than a lap later, he had gone into the lead and was never headed. The fact is, in the first moto he lapped the second place rider.

The second moto, Hise got a much better start and spurted into the lad after the second turn. By this time, the sun had been out most of the morning, the light wind had helped dry the course and traction was tops. John Welch, from Salem, who finished second to Hise in both motos, didn't let as much space open up between them this time. Hise had a half-lap lead by moto's end. Scott Hudson rode a hard 4-3 day and collected third overall. Jerry Cox (Suz) barely missed thrid and picked up fourth.

The 250cc Pro class came to the line. There were some heavy names at the gate, like Monte Mitchell on his Maico, Mike McCormick and Yamaha, Jeff Howard on his Suzuki, and Skeet Hise, a big threat. Carl Cole, riding a Yamaha from Yamaha West, and Dale Bernards were also there. The red light flashed on, then amber, then go.

Off the line with a multitude of traction and around the first turn, Skeet Hise, the Cheshire grinner, had taken the lead. Jeff Howard was right on his tail, and it held that way until the fourth lap when Wilbur Perkins (Yam) passed Howard to move into second behind Hise. The next lap, Monte Mitchell passed Perkins, only to fall down and lose it back to Perkins. Hise took the first moto with Jeff Howard second and Mitchell back up to third.

Off the line, into the first two turns ahead the second time was Hise with the scratch. Three laps went by until Jeff Howard made a move as Hise temporarily died in the water. He got it started again and began his move. He passed four riders to move into second, only to run out of time before he could regain the lead. Howard took first overall, Hise second overall, and Mitchell third.

Talking to the riders after the race found them delighted with the improvements made to the track during the winter. Wally and Bobbi are to be congratulated for their efforts and money spent in making this a viable motocross track, and certainly worthy of an AMA qualifier in the near future.

Results in Results Section.

Thompson takes Salinas ST opener

By Burt Dinner

SALINAS, CA, APR. 23

After a month's delay, caused by constant rains, Salinas finally had its first short track of the year Sunday.

Doug Chandler widened his lead for Mini honors by capturing both the 100cc Expert and 80cc events. Dan "The Brat" Moore added to his own run for number one by finishing second in the 100cc Mini dicing.

Hector Alcala took home two trophies, both seconds, finishing behind John McCready in the 100cc Novice and behind Terry Rankin in the 80cc class.

Billy Beecher took the honors in the Junior 80cc class while Steve Mason outdistanced his fellow 125cc Novices to earn a victory.

It seemed there were Busbys all over the place with Tim winning the Junior 250cc and 500cc outings, and Wayne taking a third and second.

Brian Thompson led a large field of 250cc Experts to the checkered flag.

PHOTOS BY ACTION OZ

ht off the line of the 250cc Pros in the Mulkey mud.

Following Thompson were Keith Day and Jim Filice.

Results in Results Section.

Skiver skips off with Northwest TT Regional win

By Jerry Ashlock

BOISE, ID, APR. 23

This year's 24th annual Northwest TT Regional was the culmination of two nights of short track and an afternoon of motocross racing. Persistent rains shortened both Friday night and Saturday night's short tracks, but nothing but blue skies came out for Sunday's event.

Owhyee M.C.'s TT course is kidney shaped, with the start going slightly uphill into a left-hand turn, downhill to a right turn and then into a banked left sweeper. The oiled, sandy track lies between two steep hills, where spectators have a maximum view of the entire track.

Jeff Haney (Kenny Roberts Products) got it underway by winning the first Novice heat by 100 yards. His time was four seconds better than the second-fastest heat of the day.

Of the 10 heats, California riders won five, Oregon and Utah won two each and Washington took one.

Two semis were run with Tom Troudt winning over John Burnett and Dave Kraft. Burnett made a good drive from midpack, but it wasn't enough. In the second semi, Michael Davidson beat out Scott Carneau for the second transfer position.

The Junior program was changed from three heats to five, allowing the riders a chance to gather valuable points. Brian Johnston won the first heat over one of last year's top Novice riders, Jeff Celorie, by five bikelengths. Dana Hansen had a much harder battle in the second heat with Eric Swanson and last year's top Novice, John Wincewicz (Powroll Performance Products). Wincewicz threw it away after running second and had to transfer through the semi. Heat three was equally as close with Peter Simonsen fighting off Mike Kunsman, Dennis Fitze and Rod Robinson. All three were using all of the track and some of the hay bales.

After a restart of the fourth heat, Jack Darling jumped into the lead to win over Curt Dorn. The final heat was won by Buddy Robinson over Datan and Rod Spencer.

In the semi, Terry Weigand stayed in the groove to shut off Wincewicz, including a spectacular last-lap effort. Wincewicz dove inside on the right hander, feinted high outside on the sweeper and dove inside. Weigand got enough traction to pull him to the finish line. Ron Spencer edged Brad Walters for third.

Randy Scott (Torco-Geo. Herschbach), last year's Regional winner, posted fastest time in the trials. He took the lead in the first heat with Mike Caves sticking his TT500 Yamaha in second. Caves unloaded on the right-hander, leaving second to Frank Word, followed by Chuck Joyner and Rick Hocking.

In heat two, John Hateley shot into the lead with Dave Aldana on Hocking's bike running second. Hateley stretched his lead over Aldana, Lars Turlson and Don Smith and went on to win. Heat three had four National numbers going for it. Randy Skiver, who was limping noticeably, got the lead with Billy Oliver, Mickey Fay, Jr. and Sonny Burres putting on one of the finest

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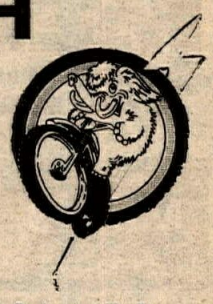

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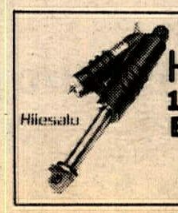

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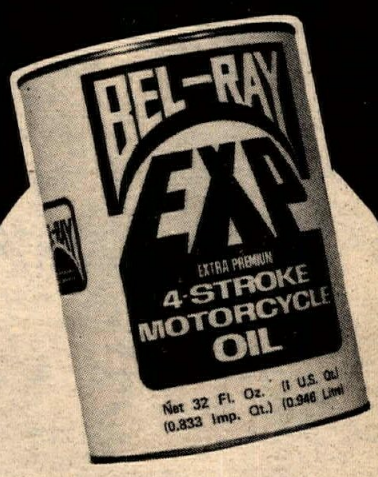

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NORTHERN DATELINE

A huge three-hour bottleneck had riders pushing up slippery hills at the 49'r Enduro.

PHOTOS BY MIKE KINSELLA

A pair of enduroing buddies go for it on a faster section of the 49'r Enduro trying to make up time.

A mudhole was placed at the end of the enduro for a last chance for Mother Nature to catch a few more riders.

Frolics fill the Forty-Niner Enduro

By Mike Kinsella

FORESTHILL, CA, APR. 23

Yamaha rider Troy Kelso took the Polka Dots' Forty-Niner Enduro overall trophy by shaving his score of one point down to near perfection in seconds. Larry Bays (KTM) came in a close second at the tie-breaker and Bill Cooper, a B rider, finished third on his Maico, also one minute down.

Starting off with a speed average of 24 mph over fast trail, the riders could appreciate excellent traction, but in a few shaded places they could suddenly feel the back wheel sliding out from underneath as they gassed it around turns.

The average soon dropped down to 12 mph and the course dropped onto a narrow path that skirted a deep ravine. Riders surprisingly began to meet head-on with contestants who were coming back down the trail against traffic. By their angry, frustrated signals it was plain that a bottleneck had developed up ahead. Within minutes the scene came into view; the path fell away to a creek that was cylinder head deep, the creek at the crossing point was a solid dam of bikes and riders from bank to bank, and beyond was a short, steep uphill that had turned greasy from the recent heavy rains. On this slope, two and three individuals labored to push one bike and rider to the top as heaps of men and machines piled up like spaghetti. As time went on and the C riders approached the traffic stacked up like rush hour on the freeway. The bottleneck was at 5.7 miles out and most riders spent from 15 minutes to an hour there. It took three hours for the bottleneck to clear out completely. For those who weren't in a completely negative state of mind by now, and who, one way or another managed to get over or around this nasty spot, there was 95 miles of super enduroing ahead.

The course between the bottleneck and the gas stop at 52 miles passed in a blur of trail riding brinkmanship; go fast, forget the watch and speedometer, enjoy the sensation of hard riding, pushing and concentrating on lofting over the water bar ahead, and trying skillfully and neatly to snake between the trees without slowing too much.

The gas stop was at Iowa Hill, a small hamlet where gas costs $1.75 a gallon.

A second loop followed with more beautiful, tight, fast woods sections interspersed with short stretches of road. Speeds had been anywhere from 18 to 24 mph most of the day. Check six was at 80 miles and the riders who continued from the bottleneck were looking forward to covering the last 20 miles to the finish line quickly.

At 87 miles the speed average was lowered to 15 mph and the terrain out front fell away and the course skittered downhill. A big sign with the words "Cool It" was posted beside the trail.

What followed next was a 90-foot cliff which would have intimidated a mountain goat. The landing below had no runoff in a straight line; instead the riders had to make a 90° left turn as they came to the bottom and hope that momentum wouldn't carry them into an intimate, head-on, environmentally unsafe acquaintance with some strategically placed Pine trees.

Soon after came the end. Riders crossed one last mudhole, where the spectators stood pointing out the worst possible route to ride through.

Polka Dots finished their excellent run by handing out trophies before the sun went down.

Haney built up a 50-yard lead in the Novice main and was never headed. Speck didn't have quite as comfortable lead with Murphy and Seidel on his tail. Murphy laid it down in the same curve as he did in the trophy dash and turned over third to Seidel.

In the Junior main, Buddy Robinson led several laps followed by Hansen and Johnston. Celorie and Wincewicz waged a fierce battle to work up through the pack and around Robinson. Hansen held on to fourth behind Celorie, Wincewicz and Robinson.

Nine National numbers lined up for the Expert main. Scott had already won the trophy dash with Hateley fourth. However, Scott didn't get a good start and Hateley, Aldana and Skvier did. Aldana took the lead from Hateley on the sweeper and held it for a couple of laps before Skiver took over. Aldana unloaded in turn one and couldn't get his bike started soon enough to get back in the hunt. Hocking did one of those "thrill of victory and agony of defeat" crashes on the same turn one lap later.

It was Word, Joyner and Scott battling for four laps then it was Joyner, Word and Scott. At the three-quarters point, Scott took third behind Hateley. Skiver didn't falter and went on to win it with Hateley looking just as smooth taking second.

Results in Results Section.

races of the day. Burres made good his bid for the main by winning the semi over Rick Hocking and Don Smith. Dodge and Hurst finished fourth and fifth respectively.

PHOTO BY JILL SMITH

J'Hont mud-o-cross action at Prairie City OHV Park.

Cook fries Prairie MX

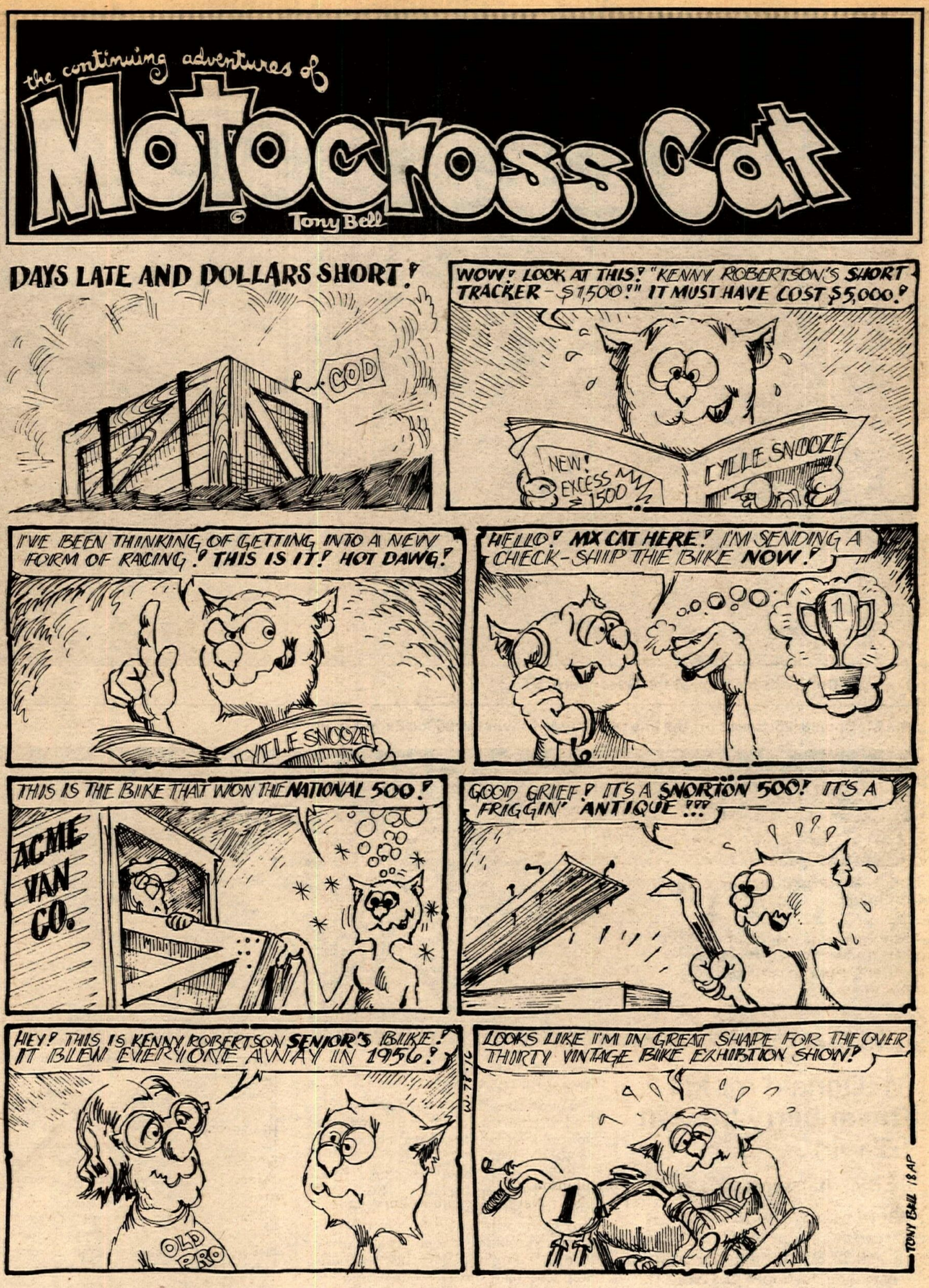
By Jill Smith

PRAIRIE CITY, CA, APR. 16

Track and weather conditions couldn't have been more interesting as J'Hont Motocross opened thier gates Sunday at Prairie City OHV Park after many other tracks cancelled because of rain. Riders wanted to race rain or shine and so they did. The whole day ended with only one accident, but many racers and motorcycles went unidentified.

In the Vets class, Ron Del Nero pulled the checker flag in front of Jim Ricci the first moto, but Ricci came back in the second moto to hold first spot till, through his mud-soaked goggles, Ricci left the track to give way to a four wheeler in front of him! Now Ricci, what would a four wheeler be doing on a motocross track? Nero took home first and Ricci moved up to Intermediate with his second place win.

Jonnie Cook plunged through the rain and mud to take prize money in both 125cc and 250cc Expert classes. Jon Youra placed second in the 125cc and Don Cady rode second in the 250cc and Open classes. Both racers didn't let the liquid sunshine slow them down a bit. Gary Murphy, on his Maico, ate mud right along with them and went home Open Expert number one for the day.



Deatherage, Gibson grab Cycleland Handicaps

By Ernie Aldrich

CHICO, CA, APR. 29

NorCal riders shared the spotlight Saturday night as Cycleland Speedway ran their initial program of the summer. This card had all you could expect from exciting, action-packed Semi-Professional short track racing.

In the Minis a Marysville duo, Kim Atkinson and Scott Dickerson, prevailed. Atkinson won the 80cc final with Dickerson heading the 100cc group. Both riders were on Suzukis.

In the 125cc Novice Main Mike Snider took the top prize over two local competitors. Mark Gilbert (Suz) was second and the third finisher was Vance Lee (Yam).

Chico riders garnered 14 of the 30 trophies presented, but only two managed winning. The two that did win were Lowell Moural, capturing the 250cc Expert main, and Mike Egbert, who bested Pete Upton (Yam-Biggs) in the 200cc Junior main.

Egbert (Yam) also snatched the second place trophy in the 200cc Handicap.

Moural won his Expert race over Mike Hall and Manuel Crummitt. The top three riders rode Bultacos, with Dan Fowler (Yam) and Ken Gray (Bul) rounding out the Expert trophy winners.

One Chico rider trophied, but his trophy wasn't presented for Saturday's racing. At halftime, George McKillop presented Chico's Jeff Fowler with the "Scratchman" trophy. This award, handmade by McKillop, is the highest honor a rider can achieve in Cycleland racing. It is earned by winning from each distance in the Handicap main event.

For each win, the rider is started an additional five yards behind the first starting line. He progresses, winning from each distance, until the maximum handicap of 60 yards is overcome.

Conquering that 60-yard handicap earns him the title "Scratchman." In only his sixth year of racing, Fowler is the 16th rider to win it since its inception in 1966. He is unsponsored, a privateer.

In the 250cc Novice main Ken Walcott (Bul) led a parade of Chico riders across the finish. Bruce Smith (H-D) was second followed by Dirck Sauer (Yam), Ted Baines (Bul), and Fred Waybright (Hon).

John Heemsberger rode two Hondas to victory in the 250cc and 360cc Junior main events. In the 250cc main Chuck Atkinson (Yam) was second, Dave Evers (Bul) third and Perry Proiette (Yam) ran fourth. Heemsberger was the lone 360cc trophy winner.

In the 200cc Handicap, Yamaha ruled. Three riders who know how they're built chose the right machines. Tony Deatherage was first, followed by Mike Egbert and Keith Williams, both of Chico.

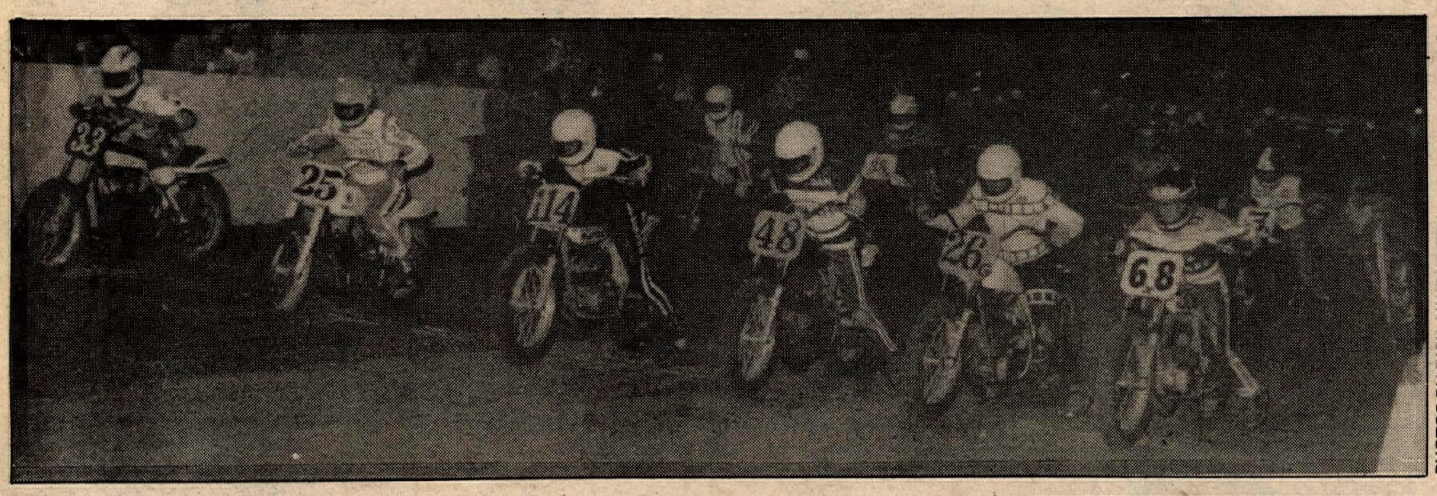
The 250cc Handicap main event proved to be an exciting race with John Sudberry and Bob Gibson in a thrill-packed, wheel-to-wheel contest that saw Sudberry hit the dirt while trying to squeeze by on the final turn. The spill moved Mike Hall into second and Doug Reiswig up for third. Reiswig, last year's 250cc Junior Scratch and 250cc Handicap High Point Winner had quite a duel with Hall and Hall took it. The top three rode Bultacos. •

Results in Results Section.

Central Pipeline

Jimmy O'Dell leads his semi at the Dusenberry ST.

Phil McDonald (25) heads off the line on his way to win the 250cc Expert main.



PHOTOS BY DICK AINSWORTH

McDonald molds Dusenberry benefit ST win

By Dick Ainsworth

WICHITA, KS, APR. 22

Saturday's benefit short track raised $2,800 for Laetril cancer treatments in hopes of saving the life of former AMA National Number 81, Gordon Dusenberry of Wichita. The Wichita Jeeps M.C., a 35-year-old AMA club, held this event with nearly all the prizes and contingencies being donated by dealers, businesses and individuals, thus sending almost all the revenue to the Dusenberry medical fund. It was a very cold and windy night, but the club grounds was packed with people, enough that they ran out of food!

Jimmie O'Dell, Jr. took the lead in the first 250cc semi and on the fourth lap C.D. Martin ran into the back of him and fell hard. Terry Francis, who had no place to go, ran over Martin and his bike, and crashed. The race was stopped as both riders stayed down for a while, but they walked away. On the single-file restart O'Dell again took the lead and won over Tom Foster.

The last Open heat was a real thriller as Lee Keeter, John Fike and Tom Foster battled back and forth for the lead. They changed places several times with Fike winning it.

Todd Ratliff took the Minicycle lead in the final, but Kirk Englund powered by on the back chute and went on to win.

Phil Culver took the 125cc final lead, followed closely by Kirk Englund. Jerry Hill and Curt Stephens had their own battle for third while Norris Slupianek was in fifth. Culver held off Englund for the win, but Stephens had shifter trouble and let Slupianek by into fourth behind Hill.

Phil McDonald and Dan Robinson jammed the first turn side-by-side in the 250cc final, but Randy Dopps literally bumped Robinson back to fourth. Robinson came back to take third as Ron Belt came from sixth to battle for that spot.

On lap five, Belt broke into a tank-slapper after hitting a hole going into turn one, and got off hard. The race was stopped as Belt received a broken shoulder. Over half the laps of the race were run and no restart was used, so McDonald was the winner.

Roger Sterling took the 500cc final lead as Jimmie O'Dell, Jr. came from the back row on the outside to take second coming out of turn two. But Tim Newby and Phil McDonald moved up to battle the duo for the lead. Sterling led until the fourth lap when Newby got by, but Sterling came right back as Gary Schlickau charged into third. Fike and O'Dell now battled for fourth. On the last lap, O'Dell hit a hole in turn four and fell, and Jimmie Ratliff moved into fifth.

Keeter led the Open final for four laps until Foster stuffed it by on the inside to win.

Results in Results Section.

Gary Garrison topped the 250cc final field at Kanopolis.

Schlickau, Byrne battle at Kanopolis

By Dick Ainsworth

KANOPOLIS, KS, APR. 23

Gary Schlickau pulled the hole-shot in Sunday's 500cc final at Kanopolis with 1977 AMA Amateur 500cc Scrambles Champion Dennis "The Burner" Byrne in close pursuit. Dan Brooks and Larry Kennedy had their own battle for third that later joined Gary Lawrence. On the fifth lap, Byrne brought the fans to their feet as he passed "Slick" on the inside coming off the hill in the big sweeper. It's very difficult to pass on the inside at this part of the track and most riders do it on the outside. But Byrne, with his skid shoe in the infield grass, slid by with his front wheel turned in and gliding!

Brooks was in a safe third, but Kennedy and Lawrence were going at it for fourth. In the tight S switchback, Lawrence charged by, but a lap later was out with motor woes.

Another fierce battle for fifth developed among Ron Simmons, Jimmie Ratliff, Chad Olinger and Beggs with Simmons getting the edge at the end. This was an all-four-stroke final as KMSA number two Bill Snyder crashed his faithful Bultaco in his heat chasing all the thumpers.

Todd Ratliff took the Minicycle lead in the final, followed by Scott Murray, but Kirk Englund shot by and took off after Ratliff. He took the lead on the south uphill sweeper and went on to win.

The Ratliff/Englund battle continued into the 100cc class and this time Ratliff got his revenge as he held off Englund the entire distance to win.

Dan Hollingsworth took the 125cc lead followed by Phil Culver, Don Lacer, Mike Clarke, Norris Slupianek and Jerry Hill. On the third lap, Clarke zipped by Lacer and took off after Culver. Slup also caught Lacer, but couldn't get by.

Danny Clarke took the 200cc final lead but KMSA number one "Bad Chad" Olinger took the lead on the uphill. By the end of a lap Chad had a big lead as Rogers flew. Clarke moved back up on Olinger while Kenny Johnston took over third as Kirk Vincent and Renee Kennedy fought over fourth. Clarke put his move on Olinger at the end of the front chute on the inside as Johnston dropped out with ignition trouble. Meanwhile, Scott Novotny had charged up from the back of the pack to take fourth.

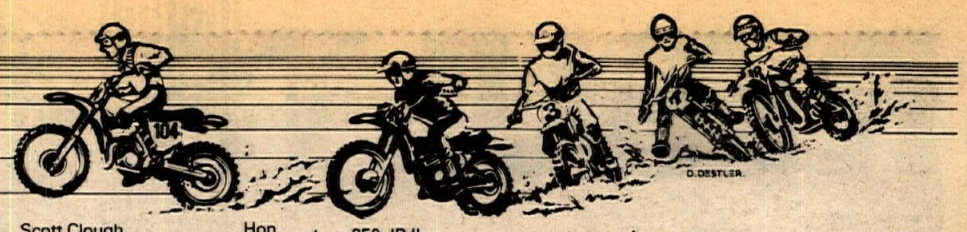
Gary Garrison rocketed off the line and into the 250cc lead but three other riders stacked up in the second turn and a restart was called. Again it was Garrison out in front over Culver and Snyder, followed by Lawrence, Rocket Horton and Nick Huston. Culver dropped out, he was having ignition trouble all night at the Wichita short track the night before, and Snyder inherited second. Lawrence and Huston had a battle for third while Horton, Mel Watson and Denny Patterson fought over fifth. On the last lap, Patterson got by Watson, but couldn't catch Horton.

Tom Foster grabbed the Open lead as KMSA number one Tim Lindfors held second. Keith Harris moved into second briefly, but the 1977 AMA Amateur Open Scrambles Champion powered by and started to close on Foster. C.D. Martin got by Harris for third and moved in on Foster and Lindfors. Harris, Mark Kumle and Huston started a three-way battle for fourth with Harris winning out.

This race was sponsored by the Salinas Coyotes M.C. and, as usual, they did a bang-up job of putting on a super race at their well-prepared track. Their next event is Sunday, May 14 and the Plainville Roadrunners M.C. will have a half-mile the night before at Stockton.

Results in Results Section.

RESULTS



AFM RR Six-Hour Ontario Mtr. Spdwy. Ontario, CA Apr. 30, 1978 By John Ulrich

OVERALL	
Primore/Code/des Roches	Kaw
Wilvert/David	Kaw
Hagie/Martin	Kaw
Velasco/Langford	Kaw
Blakeslee/Beacom	Kaw
Gingerelli/Wolfe	Yam
Gingerelli/Fuller	Yam
Parme/Parme	Kaw
Emde/Klinzmann	BMW
Raney	
Chinn	Yam
OPEN	
Pridmore/Code/des Roches	Kaw
Wilver/David	Kaw
Velasco/Langford	Suz
750	
Hagie/Martin	Kaw
Epstein	
Keenan	Kaw
Farmer/Newby	Suz
550	
Friedman/Karr/Parker	Suz
Buddenbaum/Broeder	Yam
Parks/Parks/Headley	Yam
410	
Gingerelli/Wolfe	Yam
Gingerelli/Fuller	Yam
Raney/Chinn	Yam
250	
Seim/Little	C-A
Welch/Rogers	Yam
Smith	
Gerke	C-A

CRC HARE Scrambles Lucerne, CA Apr. 23, 1978 By Jerry G. Welton

OPEN EX	
Bob Balentine	KTM
Chuck Pettigrew	Mai
Mike Mulconery	KTM
250 EX	
Brad Henson	Yam
John Foster	Yam
Doug Beisner	Suz
0-200 EX	
Jeff Blix	Suz
Kenn Upp	Itj
Mitch Smiley	Yam
250 JR SR EX	
Monte Lee	Yam
Al Wurtzel	KTM
Vern Heth	Yam
OPEN SR EX	
Mike Syott	Yam
250 SR EX	
Larry Upp	Yam
OPEN AM	
Eric MacCraken	Hus
Kent Perkins	Hus
Mike Parsel	—
250 AM	
Jim Nething	Hus
Gary Hoots	Yam
Jeff Cannon	Hus
0-200 AM	
Rick Davis	—
Bill Rigo	Itj
Cliff Roberts	Yam
250 SR AM	
Jay Sheldon	Yam
OPEN JR SR AM	
Frank Arciero	Hus
Ken Clayton	Yam
Ed Waldheim	Yam
WOMEN'S DIV AM	
Lori Farmer	Bul
Jolene Payne	KTM

TROPHY PICKUP

Trophies for Maywood M.C. Bull run March 19th can be picked up near sign-up at Desert Daisies H.S. May 14th. (18)

Four Aces Moose Run, pickup trophies at the Lisa Christensen Memorial at DeAnza May 7th, or Desert Daises race May 14th or call (213) 848-9810. (19)

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pickup, Box 498, Long Beach, CA 90801.

Laura Lockridge	Yam
OPEN SR AM	
La Vern Garton	Yam
OPEN NOV	
Jerry Lowell	Yam
Bill Vander Byl	Hus
Paul Vander Byl	Hus
0-200 NOV	
Donnie Morrison	Yam
Mike Jackson	Itj
Dean Dalluse	Yam
OPEN JR SR NOV	
Brad Jerpak	Yam
Wayne Leggett	Yam
Jon B. Rogers	Yam
250 JR SR NOV	
Chris Cord	KTM
Bill Dimas	Yam
Terry Adams	KTM
OPEN SR NOV	
Kim Waters	Yam
OPEN BEG	
Jim Larpley	Yam
Don Bartley	Hus
Jack Belton	—
200 BEG	
Steve Bowden	—
Brian Diulio	Yam
Eric Barrett	—
0-200 BEG	
Jim McConnell	RM
Crik Hooper	Yam
Steve Horner	—
OPEN SR BEG	
Paul Wengrew	Yam
Max Marker	—
250 JR SR BEG	
Robert Dahlsren	KTM
OPEN JR SR BEG	
Jim Evans	—
WOMEN'S DIV BEG	
Trish Farmer	—
MINI CLASS	
Brad Terpak	—
Bill Mattox	—
Byrov Van	—

MX Race Missoula, MT April 2, 1978 By Larry Hamilton

SUPER MINI	
Tim Little	
Jay Mintyala	
Greg Landers	
BEG MINI	
Kelly Black	
Tom Krause	
Richard Yound	
100 BEG	
Jerry Fisk	

MX Race Missoula, MT April 2, 1978 By Larry Hamilton

SUPER MINI	
Greg Landers	
BEG MINI	
Kelly Black	
Tom Krause	
Richard Yound	
100 BEG	
Jerry Fisk	
Donny Fjermestad	
Sam Miller	
125 BEG	
Monte Galland	
Dick Howard	
Dave Butler	
OPEN BEG	
Jim Crockford	
Allen Ginn	
Terry Benson	
OLD TIMERS	
Dennis Osburn	
Arnie Adkison	
100 NOV	
Guy ronnemose	
125 NOV	
Scot Berryman	
Jerry Johnson	
Bart Doig	
OPEN NOV	
Craig Kemmerer	
Guy Paddock	
Rick Tabor	
100 EX	
Charlie Vasecka	
125 EX	
Kevin Little	
Troy Houerwas	
Lynn Mintyala	
250 EX	
Rick Gage	
Tom Pearson	
Don Taurman	
500 EX	
Dan Huls	
Dan McGuire	
Jeff Huls	

Woodland Winter Trk. Motocross Woodland, WA Apr. 15, 1978 By E. McCormick/ Action Oz

MINI JR	
Jay Collins	Yam
Ron DyKgraf	Yam
Steve Bye	Yam
MINI INT	
Robby Watilo	Yam
Chad Jefferys	Yam
Victor Parrish	Yam
PEE WEE'S	
Frosty Corcoran	Itj
Brad Jefferys	Itj
Jamie Munson	Suz
100 JR	
Robert Corcoran	Yam
Jerry Anderson	Yam
Bill Anderson	Suz
100 INT	
Victor Parrish	Yam
Craig Lambert	Yam
Robby Watilo	Yam
125 JR	
Cory Klaudt	Kaw
Tommy Wilson	Suz
John Christian	Suz
125 INT	
Kelly Whelchel	Suz
Steve Howland	Suz
Troy Carlson	Suz
250 JR	
Dave Parkin	Suz
John Christian	Suz
Curtis Kerbaugh	Yam
250 INT	
Rob Mashrucker	Hon
Darryl Semmler	Yam
Kirk Giggers	Hon
OPEN JR	
Clark Moore	Yam
Jim Greear	Yam
Joe Knight	Suz
OPEN INT	
Bob Reed	Yam
Mike Sutherland	Suz
Bob Lish	Yam
30-40 JR	
Clark Moore	Yam
Glenn Barnett	Hon
Gary Morris	Yam
30-40 SR	
Bob Reed	Yam
Jim Lamkin	Mai
Ray Shanafelt	Mai
John Semmler	Yam
Bill McManagle	Yam
125 PRO	
Jim Anderson	Kaw
Mike McCormick	Yam
Rowdy Blasdell	Yam
250 PRO	
Rowdy Blasdell	Yam
Karl Usher	Yam
Dave Eakin	Hon
OPEN PRO	
Steve Phillips	Suz
Carl Cole	Yam
Chris Washburn	Suz

AMA/Regional MX Championship Standings

EASTERN REGION	
125cc	
Kirk Pierce	Kirk Bigelow
John Reinholt	David Boles
James Fitzgerald	Charles Mingee
Steve Martin	Brian Layton
Brian Ward	David Perry
250cc	OPEN
Gary Pustelak	Monty Anderson
Mike Twigg	Gary Casper
Robert Maihos	David Bowman
James Massara	David Jordan
Ross Williams	Gary Haynes
OPEN	WESTERN
Scott Wemyss	REGION
Gary Pustelak	125cc
Frank Thomas	Greg Toyama
Terrence Martz	Scott Logston
Troy Bradshaw	Clifton Lett
CENTRAL REGION	Brian
125cc	Myerscough
Randy Kirschbaum	Bill Joyce
Tim Miller	250cc
David Jones	Steve Rhyan
Steve Abt	Tim Welker
Robert Handy	Paul Turner
250cc	Robby Brand
	500cc
	Dan Waller
	Duane Joice

AFM RR Sprint Races Ontario Mtr. Spdwy. Ontario, CA Apr. 29, 1978 By John Ulrich

50 GP	
Jewel Hendricks	Kre
Franco Garavoglia	Suz
Andy Osborn	Itj
100 GP	
Darren Penrod	Yam
Flem Juluissen	Kaw
125 GP	
Mick Frew	Hon
Robert DeWitt	Hon
Bill Mullins	Yam
200 GP	
David Wherman	C-A
Billy Addington	C-A
Manual Renteria	Yam
250 GP	
Mark Homchick	Yam
Ron Hlavka	Yam
Bob Hyman	Yam
500 GP	
Craig Tarwater	Yam
Rafael Garcia	Yam
OPEN GP	
Wes Cooley	Yam
Bruce Hammer	Yam
Don Vesco	Yam
125 PRO	
Richard Pollock	Pen
Bill Silver	Hon
George Karpynec	DKW
200 PRO	
David Wherman	C-A
Scott Clough	Yam
Terry Nelson	Yam
250 PRO	
Robin Stabile	Yam
Mike Fleming	Yam
Jeff Karr	C-A
410 PRO	
G. Liubimsky	Yam
Glenn Hobbs	Yam
David McClanahan	Yam
550 PRO	
Scott Clough	Hon
Nick Theroux	Yam
Gary Broeder	Yam
750 PRO	
Jody Nicholas	Duc
Wendell Phillips	Nor
Dan Hirtle	Suz
OPEN PRO	
Dick Kilgroe	Kaw
Art Chambers	Duc
Patrick Palmer	Duc
410 BOX STOCK	
Bbo Crossman	Yam
Robert Sanders	Yam
Larry Theobald	Yam
675 BOX STOCK	
C.O. Williams	Kaw
Barbara Raine	Kaw
OPEN BOX STOCK	
Chuck Parme	Kaw
Patrick Palmer	Suz
Brian Savage	Yam
600 SUPERSTREET	
Rob Reilly	Yam
Danny Coe	Hon
Dale Parks	Yam
OPEN SUPERSTREET	
Wes Cooley	Suz
Billy Addington	Kaw
Keith Code	Kaw

AMC MX Carlsbad Raceway Carlsbad, CA Apr. 16, 1978 By Stewart Raupp

100 JR	
Vanya Samarin	Suz
125 BEG	
Scott Campbell	Yam
Walt Glowac	Suz
125 JR	
Vanya Samarin	Suz
Tim Bodenhammer	Yam
Art Corbin	Suz
250 BEG	
Randy Appleton	Hon
Steve Woodhouse	Yam
Jamie Brodie	Bul
250 JR	
Jim Gloede	Mai
David Hernandez	Suz
Ken Turman	Mai
OPEN BEG	
Lynn Larson	Mai
Ron Kauble	Yam
Sonny Lane	Mai
OPEN JR	
Wayne Beebe	Suz
Earl Truman	Mai
Robert Berdyck	CZ
OPEN INT	
Carl Paulsen	Yam
Charles Ball	Yam
250 PRO	
David Gerig	Suz
Daniel Steele	Hon
Lee Ramage	FMF

CMC Motocross Saddleback Park Orange, CA Apr. 30, 1978 By Patti Firth-Trotter

MINI JR	
Craig Seeley	Yam
Scott Hewitt	Yam
Tony Asa	Suz
MINI INT	
Greg Duffy	Yam
David Crigler	Suz
100 JR	
Robbie Brown	Suz
Scott Hamilton	Yam
Darren Hadlwy	Suz
100 INT	
Bobby Sullivan	FMF
Mark Page	Suz
Robert Omectin	Yam
100 PRO	
Rick Johnson	Yam
Adam Renteria	Yam
Randy Fojorquez	Suz
125 PRO	
Tim Lunde	FMF-Suz
Tony Gomez	Rod
Rick Maki	Suz
125 INT	
Hayward Flint	Suz
Joe Bonetti	Suz
Andy Northrup	SOP
125 JR I	
MIke Rinaldi	Suz
Pete Rinaldi	Suz
Tommy Basaker	Yam
125 JR II	
Curt McCuistion	Yam
Jeff Qualls	Suz
Robert Rogers	Hus
250 PRO	
Mike Bell	Yam
Jeff Vidic	Mai
Steve Blackman	Mai
250 INT I	
Lee Ramage	FMF-Hon
David Aldrich	Suz
Scott Walker	Suz
250 INT II	
Darryl Lumbattis	Mai
Mark McPerry	Yam
Bruce Ashmore	Yam
250 JR I	
Kevin Shean	Yam
Steve Baker	Suz
Gordon Scott	Suz
250 JR II	
Gary Ball	Yam
Cliff Gerhard	Yam
Chuck Cheek	Yam
500 PRO	
Mike Bell	Yam
Dave Williams	Mai
Alan Smith	Hus
500 INT	
Alan Olson	Mai
Jon Clark	Yam
Frank Emerson	Hus
500 JR	
Jimmie Roy	Mai
Phil Lucidi	RMC
Michael Hair	Yam

Penninsula S.H. MX Thurston County ORV Park Olympia, WA Apr. 16, 1978 By Neal Fagerud

Thompson/Raphael	Yam
Lumsden/Johnson	Yam
Nail/Steele	Yam
Price/Price	Yam
Pode/Pode	BSA

CMC Motocross Carlsbad Raceway Carlsbad, CA Apr. 23, 1978 By Patti Firth-Trotter

MINI JR	
Mike Nixon	Suz
MINI INT	
Roy Lozano	Suz
Mike McCarley	Yam
100 JR	
Vanya Samarin	Suz
Scott Hamilton	Yam
Lloyd Thomas	Yam
100 INT	
Mark Page	Suz
Ken Coon	Yam
Jon Blake	Yam
100 PRO	
Rick Johnson	Yam
Randy Bojorquez	Suz
Malcolm McCasy	FMF
125 PRO	
Scott Anderson	Suz
Tony Gomez	Roo
Terry Shekell	Suz
125 INT	
Matt Nelson	Suz
Clint Hardick	Suz
Hayward Flint	Suz
125 JR DIV I	
Ron Siminton	Suz
Greg Fenton	Suz
Greg Cramer	Yam
125 JR DIV II	
Vanya Samarian	Suz
Tim Theodore	Yam
Boyo Breise	Suz
250 PRO	
Marty Tripes	Hon
Tim Lunde	Mai
Dave Miller	Bass
250 INT I	
Scott Porter	Yam
Lee Ramage	FMF
David Fisher	Suz
250 INT II	
David Aldrich	Suz
Rick James	Suz
Scott Kinnier	Yam
250 JR	
Kevin Shean	Yam
Brad Fenton	Hus
Roger Oien	Mai
500 PRO	
Val Tamietti	Mai
David Gerig	OP/Suz
Chris Chaffee	Yam
500 INT	
Bob Bourne	Bul
Mike Niccum	Mai
Rick Laughery	Yam
500 JR	
Frank Emerson	Hus
John LeFevre	Yam
Robert Carter	YPB

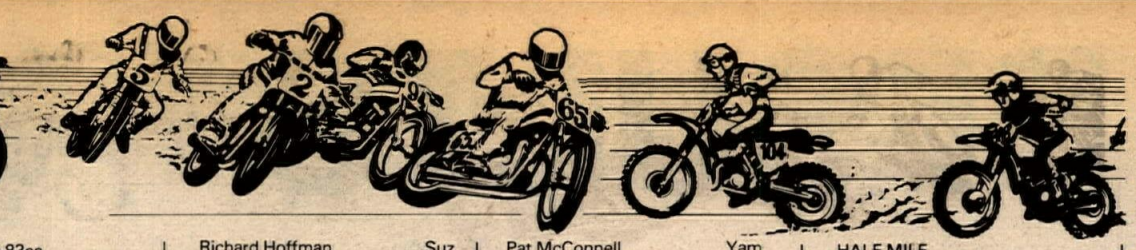
CMC/Coca Cola/ San Diego H.S. MX Speedway 117 Chula Vista, CA Apr. 26, 1978 By Rod Eschenburg

500 PRO	
Chris Chaffee	Yam
David Gerig	OP
Mike McGowen	Suz
250 PRO	
David Chaffee	OP
Marty Tripes	Hon
Mike McGowen	Suz
125 PRO	
Mike Tripes	ESC
Terry Shekell	ESC
Clint Hardick	Suz
500 INT	
Matt Carter	Yam
Lynn Vick	Mai
Mike Assof	Yam
250 INT	
Chris Harrold	Yam
Mark Day	Mai
Tutti Juarez	Yam
125 INT	
Keith Finch	Suz
Woody Carlson	Yam
Chris Harrold	Suz
100 INT	
Mark Page	Suz
Bobby Sullivan	Hon
Woody Carlson	Yam
500 JR	
Tracy McMillen	Suz
Bill Pienta	Suz
500 JR	
J.D. Booker	Yam
250 JR DIV I	
Rob Davis	Mai
Wes Maine	Hon
Mike Palumbo	Yam
250 JR DIV II	
Todd Ekeroth	Yam
Carter Wright	Suz
Gordon Dawson	Yam
125 JR DIV I	
Bob Beardsley	Yam
Mark VArney	Yam
H.J. Rinard	Yam
125 JR DIV II	
Greg Cramer	Yam
Stan Potter	Yam
Vanya Samarin	Suz
125 JR DIV III	
Mike Gomez	Yam
Mark Castellanos	Suz
Stuart Crella	Suz
125 JR DIV IV	
Chuch Swanson	Yam
Marty Koenig	Suz
Scott Baker	Suz
100 JR	
Vanya Samarin	Suz
Gary Rodriquez	Yam
Jeff Tron	Yam
MINI JR	
Gil Melzer	RR
Glen Davis	Yam
Kevin Gensler	Suz
WOMENS OPEN	
April Dunlap	Suz
Ginger Senkle	Yam
Jaycen Zvirbulis	Yam
COCA COLA/SAN DIEGO H.S:	
TOP TEN	
Santana	908
El Capitan	676
Mission Bay	602
Monte Vista	579
Morse	546
Mt. Miguel	431
Montgomery	401
Torrey Pines	292
Clairmont	199
Granite Hills	171

CRC Motocross Racing World Apr. 30, 1978 By Keith Clemons

OPEN PRO	
Greg Eargle	Hus
Doug Taft	Yam
Ken Ehlers	Yam
OPEN INT	
Donald Draskovich	Hus
Lynn Vick	Mai
Brad Vandenberg	Hus
OPEN NOV	
Warre Pierea	Suz
Louie Fernandez	Yam
Randy Reinhard	Mai
OPEN BEG	
Howard Hatler	Yam
Thomas Peavy	Mai
250 PRO	
John Atwood	Mai
Bob Rutten	H-D
Don Glover	C-A
250 INT	
Brett Roudd	Yam
Roy Rampison	Yam
Kevin Olson	Mai
250 NOV	
Paul Ivie	Yam
Rob Dameron	Suz
Tim Edmonson	Yam
250 BEG	
E. Dabella	Suz
Dino Provengh	Suz
Todd Schoeffer	Suz
125 PRO	
David Behlings	Suz
A.J. Whiting	Yam
George Faber	Yam
125 INT	
Gregg Waldrup	Suz
Rick Collins	Suz
Dave Stablein	Yam
125 NOV	
Glen Norkus	Suz
Bob Schulz	Yam
Vincent Poblano	Suz
125 BEG	
Danny Ramirez	Suz
Matthew Zigeler	Hon
Doug Shane	Suz
100 PRO	
A.J. Whiting	Yam
Tom Wilson	Yam
100 INT	
Jim Beckers	Hon
John Taskey	Yam
100 NOV	
Reed Becker	HCS
Tony Barbacovi	Yam
Ron Willison	Suz
100 BEG	
Brian Smith	Yam
Buster Wyrick	Suz
Robert Ventura	Yam

RESULTS



CRC VETS SR
Ken Ratzloff Mai
Dan Moore Mai
John Wilson Yam
CRC VETS INT
Michel Ray William Mai
Bob Crosta Suz
Bob Barr Suz
CRC VETS JR
Chuck Calagna Suz
Dwaine Jarrett Suz
Dan Davis Suz
MINI EX
Matt Whiting Yam
Gregg Waldrup Suz
Steve Postlewite Yam
MINI INT
Chip Vogel HCS
Robbie Moore Suz
MINI NOV
Chris Lance Yam
Troy Denham Suz
Robert Laughin Yam
MINI BEG
Mike English Yam
Jason Wagner Yam
Lefe McPherson Yam

Salinas Airport Quarter Mile Salinas, CA Apr. 23, 1978 By Burt Dinner

PEE WEE
Joe Powell Suz
Dustin Martines Suz
60 NOV
Jason Morrison Suz
60 JR
Kelley Fischer Yam
80 NOV
Terry Rankin Yam
Hector Alcala Yam
80 JR
Billy Beecher Yam
80 EX
Doug Chandler Yam
Aaron Hill Suz
Chris Carr Yam
100 MINI NOV
John McCready Yam
Hector Alcala Yam
100 MINI EX
Doug Chandler Yam
Danny Moore Yam
Bruce Johnson Suz
100 NOV
Steve Spenker Yam
Bobby Nelson Yam
125 NOV
Steve Mason Yam
Wes Burnett Yam
125 JR/200 NOV
Joel Green Yam
Kevin Crowley C-A
250 NOV
Roger Burdett Yam
Ron Murphy Yam
Eddie Dolan Yam
250 JR
Tim Busby Yam
Frank Garcia Kaw
Wayne Busby Bul
250 EX
Brian Thompson Yam
Keith Day Kaw
Jim Filice Yam
360 JR
Jimmie Whitton Kaw
Jack Kline Yam
500 NOV
Phil Mayenberg Yam
Danny Hughes Suz
500 JR
Tim Busby Yam
Wayne Busby Yam
500 EX
Dennis Spence Yam
Bobby Robicheaux Yam
Robert Ryan Yam

Over The Hill Gang Cycle Haven Park Long Beach, CA Apr. 23, 1978 By Lizard Lou Sorenson

EX
Rathole Rocky Yam
Pitter Pat Suz
Roll-Over Rick Yam
AM
Lizard Lou Ossa
Honky Herb Yam
Petrified Pete Bul
INT
Dashing Doug Yam
Run-Over Ron CZ
Flippin Fred Yam
NOV
Dirty Don Yam
Beep Beep Bob Mai
Jester Jerry Yam

Old Timers MX Racing World Trabuco Cyn., CA Apr. 30, 1978 By Wayne Powell

MASTER
M.Olson Mai
B. Lewis Mai
D. Archibald Mai
EX
J. Jones Mai
S. Jones Mai
R. Dobson Yam
AM
D. Jensen Mai
C. Woody Yam
B. Lyons Hus
NOV
J. Bray Mai
R. Arnold Yam
D. Hobson Suz

Oregon MX Challenge Series Race #1 Medford MX Park Apr. 22-23, 1978 By Lynne Piltz

SPORTSMAN CLASSES
MINI JR
Don Hendricks Yam
Wayne Hauzer Yam
Don Menne Suz
MINI INT
Brad Johnson Suz
J.D. Amen Suz
Stan Roberts Suz
100 JR
Dave Nordin Yam
Mike Deo Suz
Les Link Suz
100 INT
Brian Mode Suz
Rex Haskett Yam
David Burns Yam
125 JR
Keanen Johnson Suz
Mike Huffman Suz
Donny Miguel Yam
125 INT
David Dense Suz
Rick Huffman Suz
Kevin Tomasini Suz
250 JR
Keanen Johnson Yam
Danny Herron Yam
Dave Cossette Hus
250 INT
Rod Huffman Yam
Mel Arnold Yam
Tom Gastaldi Yam
OPEN JR
Randy Pekarek Yam
Ron Carterby Yam
John Broadwater Yam
OPEN INT
Ron Haskett Hus
125 EX
Randy Wing Yam
Dan Villiopoto Suz
Mel Sample Suz
250 EX
Larry Hooper Hus
Ray Price Mai
Chris Tofte KTM
OPEN EX
Randy Wing Yam
Mitch Kirkpatrick Yam

U.S.M.R.A. Minicycle Racing Phoenix, AZ Apr. 30, 1978 By Carol Campbell

PEE WEE
Danny Williamson Suz
Tina Reilly Suz
JR CYCLE STOCK 6-8
Sean Frampton Suz
Tim Heath Itj
Walter Armendariz Itj
JR CYCLE STOCK 9-11
Rick Hemme Suz
Scott Zastrow Itj
Mike Healey Suz
9-11 NOV STOCK 0-83cc A
Rickie Dobbs Yam
Danny Ray —
Walter Armendariz Suz
9-11 NOV STOCK 0-83cc B
Tim Slayton Yam
Bobby Randel Suz
Pat Eggman Suz
9-11 INT STOCK 0-83cc
Ron Lechien Yam—
Rick Hemme Suz
Larry Brooks Yam
12-15 NOV STOCK 0-83cc
Frank Montigo Yam
Steven Belluzzi Suz
12-15 INT STOCK 0-83cc
Darren Young Yam
Sean Gilboy Suz
Joe Richwalik Suz
12-15 EX STOCK 0-83cc
Scott Burnworth Suz
Eric Collins Yam
Eddie Glover Suz
POWDER PUFF
Deena Blythe Yam
Tammy McGuire Yam
Angie Conradson Suz
JR CYCLE MOD 6-8
Tim Heath Itj
Sean Frampton Suz
Sean Kalas Suz
JR CYCLE 9-11 MOD
BRandon Schneider Suz
Rick Hemme Suz
Don Feely Itj
9-11 NOV MOD 0-83cc
Danny Ray —
Frank Brundage Suz
Rickie Dobbs Yam
9-11 INT MOD 0-83cc
Rick Hemme Suz
Larry Brooks Yam
Ron Lechien Yam
12-15 NOV MOD 0-83cc
Alex Atnecio Suz
Terry Dreyfuss Suz
Steven Belluzzi Suz
12-15 INT MOD 0-83cc
Todd Brady Suz
Joe Rochwalik Yam
Scott Brown Suz
12-15 EX MOD 0-83cc
Scott Burnworth Suz
Mark Meredith Suz
Eddie Glover Suz
105 OPEN
Mark Meredith Suz
Eddie Glover Suz
Drey Dirks —
100cc NOV
Chris Easterling Yam
Tom Wyatt Yam
Barry Eckess Yam
100cc INT
Scott Burnworth Suz
Tibbs McCullough Yam
Drey Dirks Yam
125cc NOV
Greg Conradson Yam
Bobby Belluzzi Yam
Chuck Swanson Yam
125cc INT
Scott Burnworth Suz
Steve Alcott Yam
John Belluzzi Yam
125cc EX
Steve Yarbough Yam
Chris Howard Suz
Scott Johnson Suz
RUN OFF RACES
9-11 NOV 0-83cc A
Tim Slayton Yam
9-11 NOV 0-83cc B
Don Feely —

Coors Trans-AME MX Spillway Park Santa Maria, CA Apr. 30, 1978 By Lee Taylor

MINI JR
Kurtis Wiler Yam
Shaun Holahan Yam
Todd Hovater Yam
100 JR
Todd Broussard Yam
Mark Clark Yam
Randy Morales Yam
125 JR DIV I
Scott Sanderson Suz
Mark Stoneburner Suz
Reed Prother —
125 JR DIV II
Mark Moserop Yam
Glenn Cave Suz
Bobby Gran Yam
250 JR DIV I
Jim Vaughan Yam
Randy Rogers Yam
Gary Truhitte Mai
250 JR DIV II
Robert Crabtree Hon
Mike Price Yam
Stuart Johnson Suz
OPEN JR
Barry Meyer Yam
Steve Paul Yam
Ernie Reid Yam
MINI INT
Darin Powell Hon
Louie Franco Yam
Chris McCauley Yam
100 INT
Tommy Bence Suz
Paul J. Cano Suz
Jim Coffey Yam
125 INT DIV II
Pat King Suz
Mike Scott Suz
Eric Graves Yam
250 INT
Chuck Warren Yam
Russ Norton —
Don Truhitte Hon
OPEN INT
Richard Barron Yam
Chris Alberts Hus
Tim Dias Yam

MINI EX
Eric Kehoe Yam
Jeff Stanford Yam
Pat McConnell Yam
100 EX
David Barberio Suz
Andy Meszaros Yam
100 PRO
Jim Holley Yam
Bobby Perry Yam
Jim Simons Yam

DeAnza MX Sunnymead, CA Apr. 30, 1978 By Ron Lawson

MINI BEG
Mike Huntsman Suz
Gary Carney Suz
Jamie O'Rourke Yam
MINI NOV
Harely Hall Suz
Foster Edwards Yam
Jim Gregory DG
MINI INT
Ronnie Eversole Suz
Richard Hoffman Suz
MINI EX
Rick Jackson Suz
Tod Gibboney Suz
100 BEG
Jim Patterson Yam
David Dunham Suz
125 BEG
Tom Hodgin Suz
Corey Anguiand Suz
Rusty Hannah Suz
125 NOV
Kevin Thompson Suz
Greg Apastolou Yam
Bob Frye Suz
125 INT
Jack Murchall Suz
Tom West Suz
Matt Tedder Suz
125 EX
Andrew Jackson Suz
Craig Gormley Yam
Mick Jacobs Suz
250 BEG
Bob Kerz Hon
Rick Anderson Yam
Tom Walker Yam
250 NOV
Doug White Suz
Jim Makos Yam
Danny Williams Suz
250 INT
Phillip Thorstensen Hon
Ken Odra Yam
Scott Quick Suz
250 EX
Lance Burgess Yam
Steve Davis Hon
Danny Jean Suz
OPEN BEG
Eddy Michetti Mai
Tom Bayus Yam
Robert Bruce Yam
OPEN NOV
Anthony Cunningham Suz
Elmer Woolard Suz
Vic Williams Suz
OPEN INT
Dave Ohl Suz
Perry Ziino Yam
OPEN EX
Scott Cauness Suz
Jim Lowe Mai
Don Simonian Suz
BEG VETS
Tom Cunningham Suz
George Baily Suz
INT VETS
R.E. Harris Hus
Lane Hodgin Suz

Coors Trans-AME MX Mountain High Int'l. Fresno, CA Apr. 23, 1978 By Lee Taylor

OFFICIAL 250 PRO RESULTS
Darrell Shultz Mai
Rex Staten Yam
Mike Bell Yam
Gary Denton Suz
Millan Garrett —
Bobby Kline Hon
Tim Worth Hon
Randy Losh —
Gary Jones Suz
Kenny Zahrt C-A

AME Night MX Indian Dunes Valencia, CA Apr. 28, 1978 By Lee Taylor

100 BEG
Shirlyn Smith Suz
David Dunham Suz
125 BEG
Steve shover Suz
Gary Armstrong Suz
Jeff Seely Hon
250 BEG
Greg Palerno C-A
Doug Johnson Yam
500 BEG
Tim Dexter Suz
MINI JR
Mike Moss Yam
Tom Stout Yam
Bill Adair Yam
100 JR
Gary Reichenbach Yam
Richard Ising Yam
Nick Larson Yam
125 JR DIV I
Daryl Foster Suz
Ken Lee Suz
Dave Wefler Suz
125 INT DIV I
David Barberio Suz
Steve Hutchens Yam
Dave VanBibber Suz
125 INT DIV II
Greg Martinez Suz
Nick Athans Suz
Clarke Coleman Suz
250 INT
Mike Van Acker Hon
Brett Round Yam
Curt Jensen C-A
500 INT
Mike Edmonson Ym
Matt Johnson Mai
Dennis Murry Yam
MINI EX
Eric Kehoe Yam
Pat McConnell Yam
100 EX
Andy Meszaros Yam
125 PRO
Edwin Arnet Suz
Jim Holley Yam
Peter Snorteland Yam
250 PRO
Andy Jannings Hon
Jeff Vivic Mai
Craig Cole C-A
500 PRO
Bill Hagen Yam
Andy Jannings Mai
Dean Taylor Mon
WOMEN'S DIV
Pat Holland Suz

Cycleland Short Track Chico, CA Apr. 29, 1978 By Ernie Aldrich

SHORT TRACK
80cc MINI
Kim Atkinson Suz
Roger Heemsbergen Hon
Joey Gresham Yam
100cc MINI
Scott Dickerson Suz
125cc NOV
Mike Snider Hon
Mark Gilbert Suz
Vance Lee Yam
250cc EX
Lowell Moural Bul
Mike Hall Bul
Manuel Crummitt Bul
250cc NOV
Ken Walcott Bul
Bruce Smith H-D
Dirck Sauer Yam
200cc JR
Mike Egbert Yam
Pete Upton Yam
250cc JR
John Heemsbergen Hon
Chuck Atkinson Yam
Dave Evers Bul
360cc JR
John Heemsbergen Hon
200cc HDCP
Tony Deatherage Yam
Mike Egbert Yam
Keith Williams Yam
250cc HDCP
Bob Gibson Bul
Mike Hall Bul
Doug Reiswig Bul

TT Scrambles Elsinore Raceway Elsinore, CA Apr. 22, 1978 By Andi Gangewer

MINI COMB
Chuck Hobbs —
Jim Snow Yam
Terry Longnecker Suz
100-125 BEG
Don Blain Suz
Mike Hanley Yam
Jim Thomson Yam
250 BEG
Lee Ham Hon
Chad Smith Kaw
Robbie Caywood Yam
100-125 NOV AM
Mark Ledbetter Yam
Scott Bullard Hon
John Elecht —
250 NOV
Mark Aragon Yam
Scot Lasko Suz
David Luna Suz
OPEN NOV
Tim Hethcox Yam
Robert LaChance Yam
Dan Sheld Yam
SPEC NOV
Robert LaChance Yam
Mark Lite Yam
Don Meiner Suz
250 AM
Mitch Zehner Yam
Barry Tolson Suz
Tom Hughes Ossa
SPEC EX
Tom Hughes Ossa
Joel Windham Yam
Don Meiner Suz

Riverside Juvenile Hall Benefit Corona Raceway Corona, CA Apr. 23,1978 By Elaine Jones

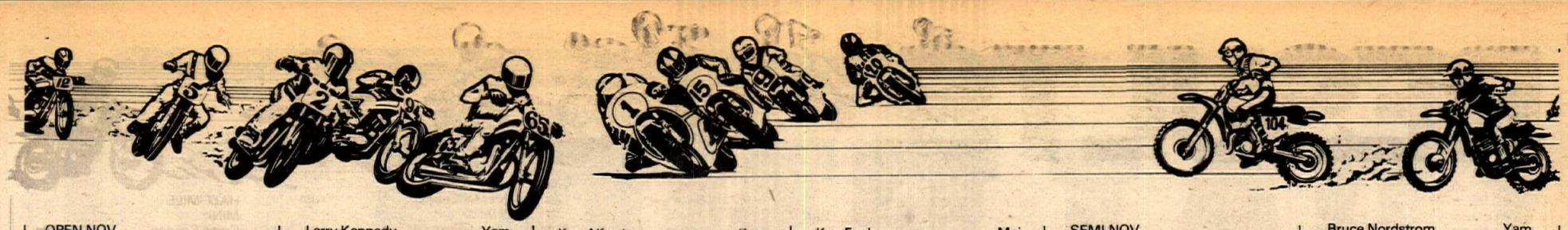
SHORT TRACK
MINI
Curtis Cannon Yam
Greg Nelson Yam
Robert Perez Yam
125cc
Steve Karsten Yam
Philip Brellenger Yam
Scott Bullard Hon
250cc NOV
David Luna Suz
Mike DeBruyn Yam
Henry Brellinger Hon
250cc AM
Joe Patterson Yam
Ben Meyer Yam
Tom Hughes Ossa
HALF MILE
MINI
Curtis Cannon Yam
Greg Nelson Yam
Roger Thompson Yam
125cc
Darren Hulbert Yam
Mike Redding Yam
Steve Karsten Yam
250cc NOV
Ross Klatt Yam
Henry Brellinger Hon
Barry O'Brien Yam
250cc AM
Ben Meyer Yam
Joe patterson Yam
Mark Butler Yam
250cc EX
Pete Hames Yam
Todd Brown Yam
Bobby Garabedian Yam
OPEN NOV
Steve Mainini Yam
William Fulton Yam
Don Meiner Yam
OPEN EX
Tom Berry Tri
Steve Fortune Yam
Earl Roloff Yam
JACKPOT
Dylan Niehart Yam
Pete Hames Yam
Todd Brown Yam

Woodside Motocross Sandpoint, ID Apr. 23, 1978 By Roger Kane

JR MINI
Rick Simmett Itj
Robert Kruger Itj
Lowell Thomson Jr. Itj
MINI B
Dave Townsend Yam
Kelly Butler Yam
Matt May Yam
MINI A
Scott Schoeffel Suz
David Hilpert Suz
Brian Ellingson Yam
100 A
Ross Learn Suz
Shane Blood Suz
Roby Bass Suz
100 B
Randy McCall Yam
Larry Sullivan Yam
Dana Bigelows Yam
125 B
Don lentz Yam
Kirk Greear Yam
Ken Robinson Yam
125 A
Leon MacDonald Yam
Andy James Suz
Stan Morton Yam
250 B
Dale Robinson Yam
Al Hemminger Suz
Mike Rhodes Suz
250 A
Gary Kuest Yam
Mike Kluver Bul
Harvey Craft Yam
OPEN B
Don Lentz Yam
Randy Carlson Yam
Mike Clark Yam
OPEN A
Rocky Hardland Yam
Dave Redwine Suz
Dale Greene Bul

TT & Half Mile Corona Raceway Corona CA Apr. 26, 1978 By Elaine Jones

TT
MINI
Steve Hill Yam
Kevin Clark Yam
125cc NOV
Brian Gottschlk Hon
Paul Banta Hon
Chuck Soares Yam
250cc NOV
Michael Roach Hon
Mike Taylor Kaw
250cc AM/EX
Gary Jones Ammex
Eddie Drake Suz
Jim Culliman C-Z
OPEN
Doug Hannon Yam
Eddie Drake Suz
Tom Furguson Yam
MONEY
Matt James Tri
Gary Jones Ammex
Mike Minnig Yam
HALF MILE
MINI
Steve Hill Suz
Kevin Clark Yam
125cc NOV
Rob Hassay Yam
Brian Gottschalk Hon
Chuck Soares Hon
250cc NOV
Terry Van Blasger Hon
Michael Roach Hon
Mike Redding Yam
250cc AM/EX
Pete Hames Yam
Todd Brown Yam
Sam Burns Yam



OPEN NOV
Scott Shoup Yam
Jeff Maddy Yam
Steve Hodgosn Yam
OPEN EX
Dorothy Rowe Yam
Steve Fortune Yam
Doug Hannon Yam
250cc MONEY
Pete Hames Yam
Todd Brown Yam
Terry Singleton Ammex
OPEN MONEY
Don Grigsby Yam
Mike Minnig Yam
Dorothy Rowe Yam

Mulkey ORV Park MX-opener McMinnville, OR Apr. 16, 1978 By E. McCormick/ Action Oz

MINI JR
Jeff Black Yam
Steve Bye Yam
Roger Lawson Yam
MINI INT
Ted Harry Suz
Mike Kiemele Suz
Denny Fennell Yam
100 JR
Tom Berry Yam
Ken McMruphy Yam
Phil Denny Yam
100 JNT
Kevin White Yam
Dave Hilton Yam
Craig Lambert Yam
125 JR A
Wayne Church Yam
Lyn Breeden Yam
Bruce Irvin Suz
125 JR B
John Lawson Yam
Mike Morley Suz
Kevin Glass Yam
125 INT
Randy Colburn Suz
Rick Laney Hon
Mike Summerville Yam
250 JR
John Parent Hon
Shane Fuller Suz
Dave Parkin Suz
250 INT
Ron Stevenson Hon
Bill Cop Suz
Richard Read Hus
OPEN JR
Randy Artman Yam
Charlie Hartel Mai
Joe Knight Suz
OPEN INT
Ralph Fox Mon
Wes Sams Mai
OT
James Kilgore Pen
David Glass Bul
30-40
Tom Tucker Yam
250 PRO
Jeff Howard Suz
Skeet Hise Yam
Monte Mitchell Mai
OPEN PRO
Skeet Hise Yam
John Welch Yam
Scott Hudson Suz

Northwest TT Regional Owyhee M.C. Boise, ID Apr. 23, 1978 By Jerry Ashlock

NOV MAIN
Jeff Haney Yam
Tony Speck Yam
Ryan Seidel Yam
JR MAIN
Ken Celorie Tri
John Wincewicz Yam
Buddy Robinson Tri
EX MAIN
Randy Skiver Tri
John Hateley Tri
Randy Scott Tri
NOV TROPHY DASH
Tony Speck Yam
JR TROPHY DASH
Brian Johnston Yam
Dana Hansen Tri
John Wincewicz Yam
Curt Dorn —
EX TROPHY DASH
Randy Scott Tri
Randy Skiver Tri
Chuck Joyner Tri

Gordon Dusenberry Benefit Short Track Wichita Jeeps M/C Club Grounds Wichita, KS Apr. 22, 1978 By Dick Ainsworth

KNOBBY TIRE CLASS
Mike Kuassay Suz
Keith Cobb Yam
Curt Stephens Yam
OLD MEN CLASS
Larry Kennedy Yam
George Gifford Yam
Mont O. McAllister Bul
MINI JR
Bobby Claybrook Yam
Jason Yager Hon
MINI SR
Kirk Englund Yam
Todd Ratliff Yam
Todd Hilyard Yam
100cc
Kirk Englund Yam
Todd Ratliff Yam
Tim Newby Kaw
125cc
Phil Culver Yam
Kirk Englund Yam
Jerry Hill Yam
200cc
George Gifford Yam
Mont O. McAllister Bul
Chris Egbert Yam
250cc
Phil McDonald Yam
Randy Dopps Bul
Dan Robinson Yam
500cc
Roger Sterling BSA
Tim Newby BSA
Gary Schlickau Yam
OPEN
Tom Foster Yam
Lee Keeter Tri
John Fike BSA

Salina Coyotes M/C TT Scrambles Lake Kanopolis State Park, KS Apr. 23, 1978 By Dick Ainsworth

MINI
Kirk Englund Yam
Todd Ratliff Yam
Scott Murray Yam
100cc
Todd Ratliff Yam
Kirk Englund Yam
Todd Hilyart Yam
125cc
Dan Hollingsworth Suz
Phil Culver Yam
Mike Clarke Yam
200cc
Danny Clarke Bul
Dchad Olinger Yam
Scott Novotny Yam
250cc
Gary Garrison Bul
Bill Snyder Bul
Gary Lawrence Yam
500cc
Dennis Byrne Yam
Gary Slickeau Yam
Dan Brooks Yam
OPEN
Tom Foster Yam
Tim Lindfors H-D
C.D. Martin Yam
250cc CONSOLATION
Ed Janzen Suz
Daniel Lynn Bul
Daryl Novotny Yam
500cc CONSOLATION
John Fike Yam
Craig LeClaire Yam
Eugene Hackerott Yam

CRC Motocross Racing World Trabuco Canyon, CA Apr. 23, 1978 By Keith Clemons

OPEN PRO
Ron Utaski Suz
Ken Ehlers Yam
Greg Eargle Hus
OPEN INT
Dan Moore Mai
Jim McIntosh Mai
Tom Shepherd Suz
OPEN NOV
Warren Pierce Suz
Louis Fenandez Yam
Jim Coalatioto Yam
OPEN BEG
Fred Allen Yam
Brent Yahn Yam
Dinaine Jarrett —
250 PRO
Dean Cates Yam
Bob Walker Yam
Dennis Rose Hon
250 INT
Donald Draskovich Mai
Karl Wahlers Suz
Tim Murphy Hon
250 NOV
Kevin NcLaughlin Yam
David Simon Hus
Chuck Cheek Yam
250 BEG
Dino Provenghi Suz
Graig Wenner Suz
Herbert Paniagua C-A
125 PRO
Dean Cates Suz
Mike Brown RM
Gregg Young Yam
125 INT
Gregg Waldrup Suz
Steve Wiseman Suz
Dave Stablein Yam
125 NOV
Ken Alford Suz
Vincent DoBlano Suz
Mike Mobley Yam
125 BEG
Todd Richardson KTM
Doug Shane Suz
Scott Kandel Yam
100 NOV
Paul FitzGibbon Yam
100 BEG
Kerry Day Suz
Tom Duppey, Jr Yam
VETS SR
Dan Moore Mai
Richard Smallwood Hon
Bill Burkhart Mai
VETS INT
Bob Barr Suz
Bob Crosta Suz
Gary Gibbons Yam
VETS JR
Michael Ray Williams Mai
Doug VanDuzen Yam
Phil Lawrence Hus
MINI NOV
Darryle Goya Suz
Chris Gables Yam
Peter Loncarevich Yam
MINI BEG
Ian FitzGibbon Yam
Jon Hughlelt Yam
Si Volkov Yam

AMC MX Carlsbad Raceway Carlsbad, CA By Stewart Raupp

MINI BEG
Richard Rose Suz
John Gersjes Yam
MINI PRO
Chris Heisser Suz
Ted Brady Yam
Derrim Porter Suz
100 BEG
Kim CAley Suz
Mike Pascetti Suz
125 BEG
Gary Flynn Hon
Craig Anderson Yam
Walt Glowac Suz
125 JR
Frank Ruff Suz
Tim Bodenhammer Yam
Vince Skandunas Yam
125 INT
Mike Toycen Yam
Matt Hope Suz
Mark Smith Yam
250 BEG
Art Gersles Yam
William Powell Kaw
Keith Kifer Suz
250 JR
George Wagner Yam
R.C. Broom Suz
Robert Dykmans CZ
250 INT
Scott Porter Yam
Tom Pearl Mai
Bryan hart Hus
OPEN JR
Wayne Madsen Hus
Bill Lynch Yam
Frank Bowng Mai
OPEN INT
Bob Totten Yam
Gary Harris Hus
Bob Green Suz
250 PRO
Marty Miller Suz
Kurt Sofka Suz
Nelson Whitehill Kaw
OPEN PRO
Charlie Welks Yam
Gary Long Suz

Kawasaki MX Series Saddleback Park Irvine, CA Apr. 23, 1978 By Tom Corley

MINI JR
Jeff Schaeffer Suz
MINI INT
David Grigler Suz
MINI EX
Jeff Qualls Suz
100 JR
Jim Rose Yam
125 JR
Joe Green Suz
Steve Ackerson Yam
Phillip Fonteno Suz
125 INT
Curtis Qualls Suz
Rick Cecrle Suz
Danny Shaw Yam
125 PRO
Lenny Giger Kaw
Bobby McGregor Suz
Mike Monaghan Hus
250 JR
Troy Mappnny Hon
Pete Bender Mai
Monte Roy Suz
250 INT
Darryl Lumbattis Mai
Scott Johnson Hon
Dean Adkins KTM
250 PRO
Jeff Vidic Mai
Steve Jackson Yam
Lenny Giger Kaw
500 JR
Ken Feulner Mai
Phill Lucici Suz
Dale Winchester Yam
500 INT
Jim Williams Yam
Jim Beltinck Mai
Gary Peterson Yam
500 PRO
Mark Brooks Mai
Bill Jewell Mai
John Hormutti Mai

AME American Minicycle Assoc. Indian Dunes Valencia, CA Apr. 21, 1978 By Judy Greenberg

PEE WEE
Tyron Trent —
PEE WEE STOCK
Justin Souza Itj
Joseph Frock Ind
JR CYCLE MOD INT
Walter Armendariz Itj
John Rodrigues Suz
JR CYCLE MOD JRS
Rocky Dimarco Suz
Ricky Dumo Itj
Marty Rickard Suz
JR CYCLE STOCK JRS
Marth Rickard Suz
Ricky Dumo Itj
Joey Rodriques Suz
JR CYCLE STOCK BEG
Clifford Hiroshima Suz
Shane Trittler Suz
105 MINI OPEN
Eddie Green Suz
Rod Stiles Suz
David Seekins Suz
83cc MOD INT
Ronnie Eversole Suz
Tim Shelton Suz
Rod Stiles Suz
83cc STOCK INT
Tim Shelton Suz
Rod Stiles Suz
David Seekins Suz
83cc MOD JRS 12&
Ted Knipe Suz
Pat Walsh Yam
83cc STOCK JRS 12&
Andy Nelinger Suz
Shawn Davis Yam
Adam Ford Yam
83cc MOD JRS 9-11 YRS
Charlie Morris Hus
Walt Armendariz Suz
Jason Wagner Yam
83cc STOCK JRS 9-11
Charlie Morris Hus
Mike McCoy Suz
Larry Turner Suz
83cc STOCK JRS 9-11
Jason Wagenr Yam
Andy Ellis Suz
Walter Armendariz Suz
83cc BEG
John Gersjes Yam
Kenny Maddux Suz
Lisa Sanders Hon

Ascot ½ Mile Gardena, CA May 5, 1978 By Maureen Lee

TROPHY DASH
Eddie Lawson Yam
Alex Jorgensen Nor
Tom Bries Tri
Ted Boody H-D
NOV MAIN
Jeff Haney Yam
Clyde Helton Yam
Derek Land Yam
Dylan Neihart Yam
Rob Selvy Yam
JR MAIN
Rod Spencer Yam
Wayne Rainey Yam
Mike Minnig Yam
Mike Indrbitzen Yam
Don Grigsby Yam
EX MAIN
Eddie Lawson Yam
Alex Jorgensen Nor
Tom Berry Tri
Ted Boody H-D
Art Fredenburgh Yam

C.A.T. Buckeye Hills Trials Championship Round #10 Phoenix, AZ Apr. 9, 1978

EX
Gary LaPlante Kaw
Steve Bigler Suz
Tom Foy Mon
AM
Dan Williams Bul
John Ruggles Bul
Stephen Crane Bul
NOV
Steve Dickson Ossa
Garth Sleater Mon
Dave Finley Yam
SEMI-NOV
Jesse Gonzales Bul
Kerry Dare Bul
John France Yam
SR
John Foy Mon
Howard Giemose Yam
Frank Suriano Bul
JR
John Nolan Yam
Todd Gibson Yam
BEG
Lucy Williams Yam
Jeff Sanders Yam
Tom Royden Suz

Crossup Rcwy. MX Easter Seals Race benefit Bend, OR Apr. 16, 1978 By Action Oz

MINI MINI
Shane Thompson Suz
Ronnie Kentner Suz
Corey Pace Suz
MINI BEG
Kyle Buckner Yam
Bobby Buck Yam
Dustin Pick Hon
80 JR
Dan Wagner Suz
Ron George Suz
Ray Waldorf Yam
80 INT
Scott Prestwood Yam
J.D. Amen Suz
Ken Jackson Yam
100 JR
Leslie Link Suz
Rob Wagner Suz
Brian Wilson Yam
125 JR
Lyle Klenski Yam
Tom Gough Suz
Doug Smith Yam
125 INT
Lennie Hawkins Suz
Ed Price Suz
John Baltzon Yam
TURKEY
Don Engstrom Yam
Jay Loundagin Yam
Greg Finch Yam
250 JR
Tom Gastaldi Yam
Ron Looney Yam
J. Haynes Hon
250 INT
John Roberts Yam
Mike Daniel Yam
Rick Huffman Yam
OPEN JR
Ron Hartsfield Yam
Tom Gastaldi Yam
Steve Zettle Yam
OPEN INT
Ron Long KTM
125 PRO
Ron Dimeo Suz
Dan Hartsfield Yam
David Link Suz
250 PRO
Troy Folck Hus
Mike Kinnear Hus
Joe McCormick Yam
OPEN PRO
Ron Dimeo Suz
Treve McReynolds Suz
Joe McCormick Yam

Perris Raceway Perris, CA Apr. 22, 1978 By Phil Wuiff

SHORT TRACK
80 MINI
Randy Fleisher HCS
Richard Fox Yam
Troy Denham Suz
125 NOV
Jim Wood Yam
Brian Gottschalle Hon
Don Milam Suz
125 AM/EX
Royal Anderson Suz
Scott Gross Yam
250 NOV
Ross Klatt Yam
Dave Stewart Yam
David Diable C-A
250 A/E
Eddie Beeson Yam
Terry Singleton Ammex
Greg Beresford Yam
OPEN NOV
Ross Klatt Yam
Steve Mainini Yam
Joe Moribito Yam
OPEN A/E
Rex Hailey Yam
Steve Pergin Yam
Don Keeling Yam
4 WHEELERS
MIke Chiatovich Mod 5hp
Don Faust 5 hp
Jack Campbell Teke 5 hp
TT SCRAMBLES
80 MINI
Randy Fleisher Yam HCS
Richard Fox Yam
Troy Denham Suz
125 NOV
Scott Grose Yam
Jim Wood Yam
Bruce Nordstrom Yam
125 A/E
Royal Anderson Suz
Jeff Moon Yam
250 NOV
Ross Klatt Yam
David Diable C-A
Mike Redding Yam
250 A/E
Eddie Beeson Yam
Jeff Johnson Yam
Greg Beresford Yam
OPEN NOV
Steve Mainini Yam
Scott Thurlow Yam
Bill Mitchell Yam
OPEN A/E
Rex Hailey Yam
Don Keeling Yam
Steve Pergin Yam
4 WHEELERS
Don Faust 5hp spl
Mike Chiatovich 5hp spl
S.J. McNamara 5hp Tec

Southwest Dirt Riders Assn. Star Track MX Park El Paso, TX Apr. 23, 1978 By Dawies

250 NOV
Juan Gonzalez
Danny Suggs
Ted Lee
250 EX
Pete Tanner
Eddie Wearden
MINI-MINI
Jerry Benner
80 NOV
Jim Bowen
Jimmy Peebles
larry Gomez
80 AM
Brother Martinez
Ken Peebles
80 EX
David Ennis
125 NOV
Greg Vigil
Tony Iovinelli
Clay Francione
100 NOV Jim Johnson
Wesley Hatchel Mike Gilsdorf
100 AM Austin Woodard
Robert Martin 125 AM
Tony Iovinelli Robert Martin
OPEN AM Brad Tabor
Billy Jones Paco Salas-Porras
Bill Kraften 125 EX
250 AM Mitch Moorhead
Larry Armendariz Andy Palafox

AME/D&C MX Argyll Park Dixon, CA By D&C Promotions

VET JR
Larry Bubak Yam
Mack Anerson Suz
Fred Hubbard Suz
VET INT
Joe Joukl C-A
John Linbarg C-A
Bob Porter H-D
MINI JR
Tony Serpa Yam
mark Parrlot Yam
Irving Kaasch Suz
100 JR
Wiley Craig Suz
Steve Dana Yam
Dennis McElwain Suz
100 EX
Mike Beier Suz
125 JR DIV I
Rick Cervantes Suz
Beau magly Yam
Jim Pierre Suz
125 JR DIV II
JIm Lamb Yam
Scott Yarbrough Yam
Alan Ferreria Suz
125 INT
Robert Fiedland Suz
Steve Neiswanger Suz
Jay Cook Yam
125 PRO
Keith Cometta Yam
Gayland Norton Suz
Robert Norton
250 JR DIV I
Michael Martin C-A
Bob Farris C-A
Jerry Walgren Hon
250 JR DIV II
Brian Franchini Suz
Dennis Krumpelman Suz
Ricky Vanzant Suz
250 INT
Ed Cummins Yam
Jeff Baskins Suz
Dean Shultz Mai
250 PRO
Danny Dennis Hon
Mark Fortin Hon
Ted Rogers Hus
OPEN JR
Ray Krainert Suz
Jim Dana Yam
Kirk Bublani Yam
OPEN PRO
Renny Bruns Yam
Roger E. Berger Suz
Marvin Woods C-A

CALENDAR

CHAMPIONSHIP EVENTS

Camel Pro Series

5/7	San Jose, CA	M
5/13	Gardena, CA	HM
5/21	OK City, OK	HM
5/27	Denver, CO	HM
6/3	Louisville, KY	HM
6/10	Harrington, DE	HM
6/18	Loudon, NH	RR
6/23	Hinsdale, IL	TT
6/25	Columbus, OH	HM
7/1	San Jose, CA	HM
7/8	Castle Rock, WA	TT
7/15	Sacramento CA	M
7/22	Gardena, CA	TT
7/30	DuQuoin, IL	M
8/4	Hinsdale, IL	ST
8/6	Peoria, IL	TT
8/13	Pocono, PA	RR
8/20	Des Moines, IA	HM
8/26	Indianapolis, IN	M
8/27	Indianapolis, IN	M
9/3	Loudon, NH	RR
9/10	Syracuse, NY	M
9/17	Columbus, OH	HM
9/24	San Jose, CA	M
9/30	Gardena, CA	HM

AMA Motocross Nationals

5/7	Southwick, MA	(125/250)
5/28	Whitney, TX	(250/500)
6/10	Sonoma, CA	(250/500)
6/18	St. Peters, MO	(250/500)
7/2	Buchanan, MI	(250/500)
7/9	Mt. Morris, PA	(250/500)
7/16	Atlanta, GA	(500/125)
8/6	Escoheag, RI	(500/125)
8/13	St. Joseph, MO	(500/125)
8/20	Charlotte, NC	(500/125)
8/27	St. Petersburg, FL	(500/125)

AMA Stadium MX Series

5/13 Pittsburgh, PA
5/20 New Orleans, LA
6/24 Los Angeles, CA
11/12 Anaheim, CA

Trans-AMA MX Series

9/24 Lexington, OH
10/1 Buchanan, MI
10/8 Unadilla, NY
10/15 Axton, VA
10/22 St. Peters, MO
10/29 Whitney, TX
11/5 Sonoma, CA

Grand Prix Motocross

6/4	Carlsbad, CA	(500)
7/23	Lexington, OH	(125)
7/30	Unadilla, NY	(250)

AMA National Enduro Championship Series

Eastern Region

5/14 Lonesome Pine End'o Rdrs.
6/11 Appalachian Dirt Riders
8/13 Ithaca Dirt Riders
9/24 Central Ohio Comp. Riders
11/5 Motorcycle Comp. Inc.

Central Region

5/7 Mid-West End'o Riders
6/18 Range Riders M.C.
7/23 Michigan Trail Riders
10/1 IN/IL/KY Enduro Riders
10/15 Potosi M.C.
11/12 Tulsa Enduro Riders

Western Region

5/28 Lobo's Inc.
10/1 Prairie Dawgs M.C.
10/8 Double Crossers M.C.
10/22 Mt. Baker M.C.
10/29 Far West M.C.
11/5 Redwood Scramblers M.C.
11/12 Redding Dirt Riders

AMA ISDT Qualifiers

5/20-21 Bentwheels Comp. M.C.
6/3-4 Trask Mountain M.C.

National Observed Trials Series

6/11 Pa. Trials Riders
6/11 Pa. Trials Riders (Nat'l)
6/17 Rhody Hovers M.C.
6/18 Nashoba Valley Riders
8/27 South Arizona Trials Riders
9/2 North Texas Trials Assn.
9/4 Southern Trials Riders

S.C.O.R.E. Off Road Events

6/8-10 Baja, CA
8/25-27 Riverside, CA
11/9-12 Baja, CA

Trans-AME MX Series

5/7 Argyll, Dixon, CA
5/14 Helvetia, W. Sacto, CA
5/21 R.W., Trabuco Cyn., CA
5/27-28 Bishop, CA

Dragbike World Championship Series

5/20-21	Dallas, TX	8/12-13	Minneapolis, MN
5/28	Richmond, VA	8/20	Fremont, CA
6/10	Englishtown, NJ	9/2-3	Cicero, NY
6/24-25	W. Salem, OH	9/9-10	Kent, WA
7/1-2	Epping, NH	9/16-17	TBA
7/9	Atco, NJ	10/7-8	Epping, NH
7/22-23	Eastport, NY	10/21-22	Las Vegas, NV
7/29-30	Union Grove, WI	11/18-19	Gainesville, Fl

EVERY WEEK

Wednesday

CALIFORNIA

FLAT TRACK & TT
Corona Rcwy, Corona, CA. H-91 & Bucanon. All classes. Open money race, 30% trophies. Entry Sptsmn $4, $5 money races, + gate adm. Adults $2.50, Jrs. $2. Gates open 5:30 p.m., races 7:30. 714/689-1913, 735-1705.

CMC NIGHT MOTOCROSS
South Bay Park Spdwy., San Diego, CA. I-805 S from Chula Vista, take Junction 117 and go E 5 mi. All CMC classes, incl. Pro Entry $8, CMC lic. req'd. 33% Trophies. P.O. Box 995, Chula Vista, CA 92010. 714/420-7414.

CMC NIGHT MOTOCROSS
Ascot Rcwy., Gardena, CA. Harbor and 405 Fwys. Prac. starts 6:00 p.m., sign ups until 6:30, 1st race 7:30. Buy entry at gate. $8 pro P.B., trophies. CMC Lisc. reqd. 213/323-1142

Friday

CALIFORNIA

AMA SEMI-PRO ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. 100% Ex. P.B., 30% Trophies. Entry $8, $3 spectators. Gates open 5 p.m., Prac. 6:15, race 7. 415/634-3328, 634-1667.

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to appear in the next week's Calendar section. The more weeks it runs, the better you look – so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event _____ Sanction _____ Type of event _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes. 100% Pro p.b., 30% Trophies. Post entry only, $10 Pro, $7 others. Gates open all day, prac 7 p.m., race 8. Memb. Reqd., med coverage. No Pit riding. 213/881-5778.

AME NIGHT MINICROSS
Indian Dunes, Valencia, CA. Mini course. 50-105cc. 30% Trophies. Entry $6. Memb Reqd. med. cov. No pit riding. 213/881-5778.

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

CMC MOTOCROSS
Fremont Raceway, Fremont, CA. H-17 to Durham Rd. All classes, OT, Vet. 125% Pro P.B., 30% Trophies. Gates open 5 p.m., race 7:30. 408/245-8448, 415/651-2546.

CMC NIGHT MOTOCROSS
Sacramento Rcwy Park, Sacto, CA. H-50 to Bradshaw Rd., South. All classes + Vets, O.T. 100% P.B. Entry $8. Gates open 5 p.m., prac. 6, race 7:30. 916/363-2653.

OKLAHOMA

ASL SPEEDWAY
Limestone Run Spdwy, Oklahoma City, OK. ¼ mi. S and ½ mi. West of I-40 & Council. 1st & 2nd Div. classes. Purse of 30% of Gate. Entry $5. Start 8 p.m. must register 2 weeks in advanve. 405/681-7102.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opens 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min, others 30 min. Entry $8, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/495-4771.

AMA TT./SHORT TRACK
Fremont Rcwy, Fremont, CA. All classes. Amateur purse. Entry $4. 14978 McVay, San Jose, CA 95127. 408/923-4613.

TT/SHORT TRACK
Peris Rcwy., on Hwy. 74 off Ellis Ave., 1/4-mi. west side, Perris, CA. Gate opens 5 pm, race 7:30. All classes, Beg. thru Ex. 30% brass. 714/960-2501.

TT SCRAMBLES
Elsinore Rcwy., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sign up 6 pm, prac 7, race 8. Gate $2.50, race $4 . 30% brass. Clubs and groups welcome, ride own class. Beg. thru Ex. 714/674-5383, 826-2386.

SEMI-PRO SHORT TRACK
Cycleland Speedway, Chico, CA. All classes. 100% P.B. Entry $6, $8 Experts. Class C traction. Sign up 5 p.m., prac. 7, race 8. 916/342-9302, 342-4216.

WASHINGTON

MOTOCROSS
Woodland, Washington. Woodland Winter Track, 5 mi. East of Woodland on H-503. Til May 13. All classes 100% Pro p.b., specials each week! Entry $8, $12 Pro. Gates open 8 a.m., prac. 9, race 10. 206/667-5701.

Sunday

CALIFORNIA

SPEEDWAY PRACTICE
Elsinore Rcwy., Hwy 71 at Lagonia, Elsinore CA. New track. 714/674-5383, 826-2386.

DEANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. East of Riverside on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. Entry $12 Ex, $7 Sptsmn. Pros ride 2 long motos, Sptsmn. 3 motos. Membership not required, park open Sat. & Sun. for prac. Gates open 7 a.m. Free camping. Prac. 8:30, race 9:30 a.m. 714/653-5840, 653-7979, 213/531-8603.

May 12

AMA PRO DIRT TRACK HALF MILE
Ascot Park, Gardena, CA. harbour, 405 & 91 frwys, Vermont Ave. AMA Jr, Nov, Ex classes, $1200 purse. Front gate $4, $3 Jrs, $1 kids. Pits open 5 p.m., first race 8. 213/321-5323.

AMA SHORT TRACK
Lodi cycle Bowl, Lid, CA. Btwn Stockton & Lodi, 8 mi. East on Frontaze Rd All classes. Semi-Pro P.B. Entry $5. No riders Ins, O.T. race. 209/931-3722, 368-7182.

CMC MOTOCROSS
Fremont Raceway, Fremont, CA. H-17 to Durham Rd. All classes, OT, Vet. 125% Pro P.B., 30% trophies. Gates op½en 5 p.m., close 6:30 p.m., race 7:30. Entry $8, $11 Pro. 408/245-8448, 415/651-2546.

May 13

AMA PRO CAMEL PRO SERIES HALF MILE
Ascot Park, Gardena, CA. Harbor, 405 & 91 frwys, Vermont Ave. AMA Expert classes, $17,000 purse. Front gate $8, $3.75. Pits open 4p.m., first race 8. 213/321-5323.

TT SCRAMBLES/SHORT TRACK
Perris Raceway, Perris, CA. H-74 off Ellis. All classes. 30% Brass. Gates open 5 p.m., prac. 6:30, race 7:30. 714/960-2501, 657-8917.

May 13-14

VIRGINIA CITY GRAND PRIX
Virginia City, NV. All classes. Trophies, pins. Entry $20, $35 4½ hr. race LeMans scoring, WSRA P.O. Box 7244, Reno, NV 89510. 702/825-0385, 825-2569.

RUSS DARNELL MX SCHOOL
Midland, MI. All rider ability, all types of ridrs welcome. Learn Pro lines, how-tos, relaxing, etc. Entry $40 per student. For entry or reservations call Russ at 213/367-1722, 767-1854.

OREGON CHALLENGE SERIES MX
Crossup Raceway, 6 mi. North of Bend, OR on H-97. All classes. 90% Pro P.B. 10% to Hi-point money, Sptsmn Hi-point awards. 30 % Trophies. Entry $8 Sptsmn, $15 EX. Sign up 8 a.m., Prac 9, race 10. 503/382-7751m 382-5309.

May 14

CALIFORNIA

COORS TRANS-AME MX SERIES $3000 PRO PURSE
Helvetia Park, W. Sacto, CA. 100 to 500cc classes. $1000 purse 125/250/500 Pros. 30% Trophies to Sptsmn. P.B. 10 places. Special prizes. Track announcer. Memb. reqd. Entry Pro $25 mail, $35 post, Sptsmn $10 mail, $15 post. $30,000 Series purses, $20,000 Sptsman prizes. Gates open Sat., Prac 8, race 9. Mail entry 1985 Maybelle Dr., Pleasant Hill, CA 94523. 213/881-5778, 415/686-3172.

AMA SEMI-PRO MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. 100% Ex. P.B., 30% Trophies. Entry $15 Ex., $9 others. Gates open 6:30 a.m., prac. 8:30, race 9. 415/634-3328, 634-1667.

J'HONT/CMC MOTOCROSS
Hollister Hills, Hollister, CA. All classes + O.T. & Vets. Entry $10, $15 Pro. 100% Pro P.B., 30% Trophies to Sptsmn. Gates open 6:30 a.m., prac. 8, race 9. O/N camping. 408/245-8448, 733-9545, 996-0987.

S.A.M. HSMX
Saddleback Park, Orange, CA. All classes. 30% Trophies, Qualifying for Varsity and JV letters, Ahtletic awards. Entry $10. CMC license reqd. Parent approval form reqd. Gates open 7:30 a.m. Prac. 8, race after. Decals and contingencies from Duralube, Super Seer, PJ1. 714/559-0199.

AME MOTOCROSS
Mountain High International, Fresno, CA. H-99 to H-41, to O'Neals, North Fork, 14 mi. to Rd. 221, Left to track. All classes. 30% trophies to Sptsmn, Mini & 100 Ex. Entry Sptsmn-$7 mail,$9 post, Pro- $12 mail, $15 post. Gate fee $3 O/N camping OK. Gates open 7 a.m. 5780 E. Holland, Fresno, CA 93727. 209/291-8793.

AMA HIGH-MOUNTAIN ENDURO
East of San Louis Obispo, CA. 40 mi. E on H-58. 125 thru Open A,B,C classes, C riders 1st loop. Contingency prizes. Entry $15, $3 extra per team. Approx. 140 mi. 805/543-2338, 541-2413.

HILLCLIMB
DeAnza Cycle Park, 10 mi. east of Riverside, CA on Hwy. 60 to Theodore off ramp. Stock and Modified classes. Silencers and kill switches reqd. Sign up 7-9 a.m., entry $6. 714/653-5840 eves., 653-7979 wknds.

D-37 HARE SCRAMBLES
Lucerne Valley, CA. CAmp Rock Rd., Limed from the Y cafe. All classes. Entry $8.25. 9 a.m. start, Desert Daisy's lace Chase. Beg., Trail Nov. 1 loop. 213/332-6249, 714/599-6942.

AMA SHORT TRACK
Salinas Airport, Salinas, CA. H-101 & Airport Blvd. 100 thru Op½en & Mini Bike classes. 100% P.B. Entry $5, $7 Ex. Prac. 10:00 a.m., race noon. 408/899-2401, 394-8225.

AFM ROAD RACE
Riverside Rcwy, hwy 60 E of Riverside, CA to Day St. Prod., GP, sidecar classes. Gates open 7:30 a.m., prac. 9, race 1 p.m. Entry $20-$10. 4996 Argyle Dr., Buena Park, CA 90620. 714/523-3892.

CRC MOTOCROSS
Racing World, Escape Country, Trabuco Cyn., CA. All classes. 2 motos and cash for Pros, 3 motos and 30% trophies for Sportsman. Entry $9, $13 Pro, Membership required. Gates open 7 a.m., prac. 8, race 9:30. (213) 830-7519.

CMC/KAWASAKI MOTOCROSS SERIES
Saddleback Park, Orange, CA. All classes. P.B. to pros, Trophies to Sptsmn. Post entry only. CMC Memb. Reqd. Gates open 7:30 a.m., Prac. 8, Race 9. Kawasaki 250 to rider w/hi points. (714) 558-1584.

MOTORCYCLE RALLY CLUB SUNRISER
Woodley Ave. Par, CA. Located ½ mi. N of Burbank Blvd., just W of San Diego Frwy, in Sepulveda. All needed is a freeway-legal bike, readable watch, pens or pencils. Trophies, Entry $4, $5 post. Poker run. 6550 Nevada Ave., Canoga Park, CA 91303. (213) 893-8653, 342-1649, 346-2029.

AME MOTOCROSS
Indian Dunes, Valencia, CA. All classes. 30% trophies. P.B. to Pros. Pro – $12 mail, $15 post. Sptsmn $8 mail, $10 post. Med. cov., memb. required. Gates open 7, Prac 8, race 9. P.O. Box 1421 Reseda, CA 91335. (213)881-5778.

U.S.M.R.A. MINICYCLE RACING
Elsinore Rcwy, Elsinore, CA 1 mi. N of H-71 between Central and Railroad Canyon Rd. Pee Wee thru 125 classes. P.B. to Mini, 100, 125 Pros. 33% same day trophies to Sptsmn. O/N camping. Prac 8 a.m. Race 9. Memb. required. 300 Pomona Mall West, Pomona, CA 91766. (714) 622-0773.

CMC MOTOCROSS
Carlsbad Rcwy, Carlsbad, CA. All classes. Entry Sptsmn. – $7 mail, $10 post, Pro – $12 mail, $15 post. Gates open 7 a.m., Prac. 8, race 9. CMC license required. Mail to CMC P.O. Box 1402, Costa Mesa, CA 92626. (714) 557-3323. (every 4th Sunday a points race)

DINOSAUR TT
Perris Rcwy, Perris, CA. Long Track. 4-strokes only, valves, no reeds. 350, 500, Open, SH classes Am, Nov, Ex. Special vintage race. Entry $10 pre, $13 post. 2 SASE to DDMC, 5606 W. Manchester Blvd., Los Angeles, CA 90045. Mail closes May 8. Prac. 8 a.m., race 9. No pit riding or dogs. 213/649-1700 823-9139.

$50,000
Coors
AMERICA'S FINE LIGHT BEER
Coors TRANS AME 78

Motocross Championships
"Let's Go-to-the Races"
This week W. Sacto Helvetia Park
Next Week Trabuco Cyn. Racing World
ENTER NOW!

MAY
7 ARGYLL PARK DIXON, CA
14 HELVETIA PARK W. SACRO
21 RACING WORLD TRABUCO CYN
27/28 HI-SIERRA BISHOP, CA
electro HELMETS
$8,020.00 CONTINGENCY PROGRAM
SPECTRO
$1,080.00 CONTINGENCY PROGRAM

BOSCH Spark Plug BOUNTIES
GRAND PRIZE DRAWINGS AT EACH EVENT OF SERIES
AMERICAN MOTO-CROSS A.M.E. INC ENTERPRISES
SANCTIONED

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Coors TRANS AME 78
MAY 21
$3000 Pro Purse
30% Trophies
Grand Prize Drawing
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RESEDA, CA 91335
(213) 881-5778
AMERICAN MOTO-CROSS A.M.E. INC ENTERPRISES

Coors TRANS AME 78
MAY 27/28
BISHOP, CA
(213) 881-5778

You'll always see it first in Cycle News

Good Time National
Aug 5 — Minibike National
Aug. 6 — Motorcycle National
Lake Whitney, Texas
for info 713-482-2504

Minicycle Motocross
AMERICAN MOTO-CROSS A.M.E. INC ENTERPRISES
May 12 — Indian Dunes
May 14 — Sprockets Park, Bakersfield
May 19 — Indian Dunes
May 21 — Sprockets Park
American Minicycle Assn.
213-881-5778

WASHINGTON MOTORCYCLE ROAD RACING ASSOCIATION

4th ANNUAL TEAM ENDURANCE RACE

6 HOURS ~ JUNE 11th

410 BOX-STOCK — 550 CAFE
OPEN BOX-STOCK — OPEN CAFE

SEATTLE INTERNATIONAL RACEWAY
pre-entry required by June 1st
PHONE (206) 246-9700
or write:
WMRRA 4360 S. 178th Seattle, Wa. 98188

JUNE 10th

GP AND SIDECARS

100% Trophies to all Sportsman Classes

$1500.00
DeANZA CYCLE PARK
The Motocrossers Paradise
MAY 21, 1978
No Membership Required

$50.00 Added per Expert Class

YOR

SPORTSMAN CONTINGENCIES
$25, $10, & $5 gift certificates, free photos, free racing entries with gate pass to the top four riders in each class.
(Grab Style) plus Bel Ray product to last place rider in each class

BEL-RAY

REDLANDS SUZUKI

TRACK SIDE PHOTO

Member Sportsman $7
Non-member Sportsman $9
Member Experts $12
Non-member Experts $14

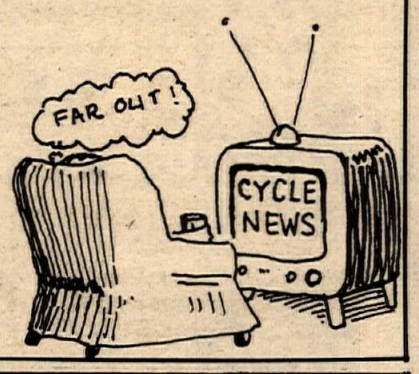
Sign up 7:30
Practice 8:30
Race 9:30
100% Trophies to Minis every week

Pizza 'N' Stuff

Clean Family Park - Free Camping
Pay 1 gate fee on Saturday and stay all weekend.
Natural Motocrossers track, lots of trails, hill climbs.
714-653-5840 or 653-7979 — 213-531-8603

Dirt Diggers Motorcycle Club

5th Annual
Dirt Diggers
Dinosaur
TT Scrambles
MAY 14
Perris Raceway
Entries limited
$10 Mail — $13 Post
on the long track
4-Strokes Only
21"—500—Open—Sidehacks welcome
See calendar for entry info
for info call: Skip Kreps
213-649-1700 days only



Motocross Race Schedule

CRC
213-830-7519

May 14 - Racing World
May 21 - Indian Dunes
May 28 - Racing World
June 4 - Indian Dunes
June 11 - Racing World

$3,000 Medical
Membership Required

AFM **Road Racing Schedule**

ND Spark Plug Series

May 14—Riverside
June 4—Sears Point
June 18—Ontario

American Federation of Motorcyclists
714-523-3892 916-392-0611

MX RACES EVERY SUNDAY AND FRIDAY NIGHT
Open 7 days — 7 a.m. 'till dark
Located 2 miles west of Interstate 5 on Highway 126 near Castaic.
(805) 259-8000
INDIAN DUNES

Saddleback Park
Super 3 Mile Motocross Course
SUNDAY, MAY 14
International & Supercross tracks combined
CMC license required
714-558-1584

ADRA Race Schedule
2nd Annual
WHITE MOUNTAIN 100
Desert Race
MAY 28, 1978 10 am
(602) 252-1900
Arizona Desert Racing Assn.

AMA MOTOCROSS
Plymouth Raceway, Plymouth, CA. H-16 East fro Sacramento. H-49 S. from Placerville, H-49 N from Sonora. 100 thru Open, OT, Vet, PP, Mini class. 100% Ex P.B., Entry Ex. $15, & $1. Sptsmn $10 post, $8 mail. P.O. Box 221, Sutter Creek, CA 95685. 125-Open Nov, 100 Sptsmn, Minis, PP Prac. 7:15 a.m. race 8. 125-Open Jr., Ex., OT, Vets prac after morn event, race 1 p.m. 209/267-0312.

D-36 SEMIPRO HALF MILE
Orlando, CA, All classes. Special 750cc class. Med. Ins. Gates open 7:30 a.m., Prac. 10:30, race noon. (415) 892-5350.

ARIZONA

BOX CANYON TRIALS
Central Arizona. Hassayampa River. A & B classes Entry $6, CAT & SATA $4, A & B class-$4, $2. Start 9:30 a.m., Camping available. 602/992-6168.

OREGON

AMATEUR MOTOCROSS
At Franklin on Territoria Rd. Cheshire, Or call for directions. All classes Jr & Ex. 100 % P.B. to Pros. Entry $5 pros, $4 amateur. Prac. 11, race noon. 2810 Dahlia Ln. Eugene, OR 97404. Emerald Racing Assn. 503/688-1274.

TEXAS

OAK HILL, MOTOCROSS, $1530 PURSE
Oak Hill MX Park, Alvord, TX. All classes. $1530 purse, Trophies to 10th place, Drawing for two XR75 Hondas. Entry Nov. $8, Int. 10, Ex. $15. Gate entry $3. 214/245-4693.

WASHINGTON

MOTOCROSS
Thurston County OHV Pk, WA. 16 mi. West of Olympia on H-8. All classes. Trophies only. Pros welcome. Entry $6. Prac. 9:30 a.m., race 10:30. 509/753-8136.

MOTOCROSS
Hillside MX Track, Moses Lake, WA. 11 mi. West of Moses Lake on I-90, exit 164. All classes 100% Pro P.B., Top Am of 6-race series win RM80. Entry $7, $12, Pro. 509/663-2433.

May 19

SRA CLASS A SPEEDWAY
Hanford, CA. Btwn Bakersfield & Fresno on H-99. All Div, 40% of Gate P.B. for info 209/897-4362, 291-4277.

May 19-20

RUSS DARNELL MOTOCROSS SCHOOL
Byron Motosports Park, Byron, IL. all ability, all ltypes of riding welcome. Learn Pro lines, relaxing, how-tos, etc. Entry $40 per student. For entry or reservations call Russ at 213/367-1722 or 767-1854.

May 20

CALIFORNIA

D-36 SEMI-PRO SHORT TRACK
Town and Country Fairgrounds, Napa, CA. Take 3rd St. to Silverado Trail entrance. Gates op ½ en 3:30 p.m., prac. 5, race 7. All classes. Aragon M.C. 415/892-5350.

AMA ARCHIE CLARK MEMORIAL SCRAMBLES
Lodi Cycle Bowl, Lodi, CA. Btwn. Stockton & Lodi, 8 mi. East on Frontage Rd. All classes. Semi-Pro P.B. Entry $6, no riders ins. $3, 2nd bike. O.T. race. $50 gift certificate for special Plate race, gate prizes. 209/931-3722, 368-7182.

TT SCRAMBLES/SHORT TRACK
Perris Raceway, Perris, CA. H-74 off Ellis. All classes. 30% Brass. Gates open 5 p.m., prac. 6:30, race 7:30. 714/960-2502, 657-8917.

D-36 SEMI PRO SHORT TRACK
Monterey Fairgrounds, Fairgrounds Rd. and Casa Verde. Mini, 100 thru 500cc classes. Entry $5, $7 Ex. 100% p.b. to Ex. Prac. 6 p.m. 408/899-2401, 394-8225.

TEXAS

SDRA MOTOCROSS
Star Track, El Paso, TX. 2 mi. North of Santa Terisa County Club on NM Hwy 273. All classes & Womens, OT. 100% Pro P.B., 33% Trophies to others. Entry $8 mini, $9 others, $10 Ex. $2 discount to SDRA membs, $15 per yar. 915/584-3802.

May 20-21

WRA HIGH DESERT CHAMPIONSHIPS
Riverside Int'l. Rcwyh, Riverside, CA. 125 thru Open classes. Entry $100, $10 Ins., $4 gate fee. Free O/N parking. 50% cash P.B. WRA P.O. Box 693, Downey, CA 90241. 714/69-6114.

D-37 GREENHORN ENDURO
Anderson Dry Lake, Lucerne Valley, CA. A, B, C, Sr, Women 175 thru Open classes. Entry $23, $11.50 Sat. only. $1 extra 3-man teams. Entry & 3 SASE to PMC/Jack Garrett, 719 Virginia Ann Dr., Azusa, CA 91702. Approx. 300 mi., IRRC, Post entries no extra charge. 213/969-2887, 335-6268.

May 21

CALIFORNIA

COORS TRANS-AME MOTO-CROSS SERIES $3000 PRO PURSE
Racing World, Trabuco Cnyn, CA. 30 to 500cc Classes. $1000 Purse 125/250/500 Pros 30% Trophies to Sptsmn. P.B. 10 places. Special Prizes. Track Announcer Joe Vieira. Memb. Reqd. Entry Pro $25 mail, $35 post, Sptsmn $10 mail, $15 post. $30,000 Series purses, $20,000 Sptsmn prizes. Gates open 7, Prac 8, Race 9. Mail Entry AME P.O. Box 1421 Reseda, CA 91335. 213/881-5778.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes. 30% Trophies. Entry $12, $8 Sptsmn, Pro cash P.B. Gates open 7 a.m., Prac. 8, race 9. Membership required, med coverage. Free O/N camping. 213/881-5778.

AME MINICROSS
Racing World, Trabuco Cyn, CA. 50 to 105cc class. 30% Trophies. Entry $8. Prac. 7-8, Race 8. Memb. Reqd., Med cov, O/N Camping. 213/881-5778.

AMC MOTOCROSS
Carlsbad Rcwy, Carlsbad, CA. All classes. 100% Pro P.B., 30% Trophies to Sptsmn. Entry $7.50, $12.50 Pro. Membership available at track, $3 extra non-members. Gates open 7 a.m., prac 8-9, race 9:30. 714/541-9439.

CMC MOTOCROSS
Saddleback Park, Orange, CA All classes. Entry Sptsmn.-$7 mail, $10 post, Pro- $15 mail, $20 post. Gates open 7:30 a.m., Prac 8, race 9:30. CMC liscense required. Mail to CMC, P.O. Box 1402, Costa Mesa, CA 92626. Every 1st Sunday a CMC points race. IRC tires to Sptsmn winners. 714/557-3323.

ITA TRIALS AND SCHOOL
Saddleback Park, Orange, CA. Sign up 8:30 a.m., riders mtg. 9:45, competition starts 10. Entry $5, non-memb. $7 Beg, Nov, Am, Es, Sr, 1st time Beg classes. School taught by Expert rider. Awards to top 40%. 714/879-0570.

ITA TRAIALS SENIOR CHAMPIONSHIP
Saddleback Park, Orange CA., 35 or Older. Sr. A & Sr. B; Am., Ex., Beg., Nov. sections. Entry $5, $7 non-member. Start 10 a.m. 714/879-0570.

D-37 POINT RUN TT
Elsinore Rcwy, Elsinore, CA H-71 at Lugonia. All clases. Same Day Trophies. 8 a.m., Prac. 9, Entry $4. Riders M.C. 714/826-2386, 674-5383.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos and cash for pros, 3 motos and 30% trophies to sportsman. Entry $10, $15 Pro. $3000 med. insurance. Gates open 7 a.m., prac. 8, race 9:30. Membeship required. 100% T-Shirts. 213/830-7519.

MINI MOTOCROSS
Barona Oaks Raceway CA Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Cyn. Rd. 11 mi. O/N camping. Sign up closes 8 a.m. sharp. Late entry $10, guest rider $9. (714) 749-2525, 479-1572.

CMC SEMI-PRO MX
Crown 9 Motosport Pescadero, CA. 17 mi. South of H-92 on H-1 to Pescadero trunoff. 3 mi. East to Park. All classes. 125 thru Open Nov, Int Prac 8:30 a.m., race 9. Mini, OT, 100, Beg, Pros Prac after a.m. races. P.B. to Pros, 30% Trophies. Entry $8 mini, Beg, $10 Sptsmn, $15 Pro. Free camping. 415/355-4760, 879-9989.

AMA SEMI-PRO MOTOCROSS
River Front Park, Marysville, CA. Over levee at West end of Marysville, 14th St. All classes, PP, OT, Vet. 100% Ex. P.B., Entry $15 + $1 for Ins., Other $9, inclds Ins. Free camping, paved pits. Race 9 a.m. 916/695-2727, 695-2088.

P.I.T.S. OBSERVED TRIAL
Redwood Rd., Castro Valley, CA. Off Castro Valley Blvd. All classes. $1 donation. Club events. East Bay P.I.T.S., P.O. B ox 2601, Castro Valley, CA. (415) 582-9211.

D-37 HARE & HOUND
Red Mountain, CA. Limed from Red Mtn. on Trona Rd. All desert classes. Entry $9.25. Beg., Trail Nov. go one loop. Start 9 a.m. Masterlinks Virgin Run. 2x35 mi. loops. Rescue 3. 213/695-5405.

J'HONT/CMC MOTOCROSS
Prairie City OHV Park, Sacto, CA H-50 to Prairie City Rd. — R. to Whtie Rock Rd. R. to track. All classes. 100% Pro p.b., 30% trophies to Sptsmn. Entry $15, Pro, $10 others. Gates open 6:30 a.m., prac. 8, race 9. O/N camping. 408/245-8448, 733-9545, 996-0987.

HIGH DESERT ROAD RUN
STart Southland Cycle Center, Garden Grove, CA. Approx. 200 mi. run to desert. All riders welcome. Start 8 a.m. 714/893-5091. Center on 8141 Garden Grove Blvd., 1 blk. E. of Beach.

AMA SEMI-PRO MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. 100% Ex. P.B., 30% Trophies. Entry $15 Ex., $9 others. Gates open 6:30 a.m., Prac. 8:30, race 9. 415/634-3328, 634-1667.

ARIZONA

CMC MOTOCROSS
B&B Motorcycle Park, Tuscon, AZ. I-10 to Paloverde South to track. All classes. 100 % Pro P.B. Entry $10, $15 Pr. $3.50 gate admission. Gate opens 7 a.m., prac. 8, race 10. 602/747-8965.

TEXAS

MOTOCROSS
McAllen MX Park, McAllen TX. Next to Miller International Airport. All classes. Cash to Experts. Entry $8, $10 Ex. McAllen M.C. (512) 686 4181.

MOTOCROSS
Mosier Valley MX Park, Arlington, TX. All Classes. Rain or Shine. $705 guaranteed purse or 50% if gate if rain. Brass to six places. Free keg beer. Entry $3 gate fee, $6 Nov., $7 Int., $8 IEx. Nov, prac 8 a.m., race 9. Int/EX prac 1 p.m., race 1:30. Payoff to senior classes only. 214/245-4693.

WASHINGTON

MOTOCROSS
Hillside MX Track, Moses Lake, WA 11 mi. West of Moses Lake on I-90, exit 164. All classes 100% Pro P.B., Top AM of 6-race series win RM80. Entry $7, $12 Pro. 509/663-2433.

WMRRA ROAD RACE
Seattle Int'l. Rcwy, Kent, WA. H-18 East of I-5. 550-Open Cafe, 250, 410, 750, Open, Box Stock, 125 thru Open single & multi GPs, Sidecars. 75% P.B. to 125 thru Open GP Multi, Trophies to Ams. Entry $15, $20 money class Gates open 8 a.m., prac 9, race 11. 206/246-9700.

UTAH

CHERRY CREEK HARE & HOUND
Eureka, UT. 125 thru Open, Nov, AM, Ex classes, Jack Benny class, Dinosaur class for bikes 300 lbs. and up w/push rod engines. Top 20% trophies, finsher pins. Entry $14 mail, $17 post, Entry to SLMC Box 1711, Salt Lake City, UT 84110. 503/288-6621.

May 21-22

CMA ISDT QUALIFIER
KXA Grounds, Kamloops B.C., Canada. 50 thru Open and club, tema classes. Pre Entry $30, $50 if postmarked after May 6, $60 Post. $20 per team, $10 per club (each 3 bikes). GKMA P.O. Box 2121 Station A kamloops, BC, Canada. 604/376-7987, 374-0411.

May 26

SRA CLASS A SPEEDWAY
Hanford, CA. Btwn Bakersfield & Fresno on H-99. All Div, 40% of Gate P.B. For info 209/897-4362, 291-4277.

May 27

CALIFORNIA

TT SCRAMBLES/SHORT TRACK
Perris Raceway, Perris, CA. H-74 off Ellis. All classes. 30% Brass. Gates open 5 p.m., prac. 6:30, race 7:30. 714/960-2501, 657-8917.

D-36 SEMI PRO SHORT TRACK
Monterey Fairgrounds, Fairgrounds Rd. and Casa Verde. Mini, 100 thru 500cc classes. Entry $5, $7 Ex. 100% p.b. to Ex. Prac. 6 p.m. 408/899-2401, 394-8225.

COLORADO

DENVER GOLD CUP M/C RACES
Colorado naional Spdwy, CO. North on I-25 to Erie Ex, 116, service road to track. Camel Pro Series ½ mile. Tickets $10, $8. Gates open 4 p.m., racing 8. 303/433-8331.

May 27-28

COORS TRANS-AME MOTOCROSS SERIES FINAL $3000 PRO PURSE
Bishop, CA. Sptsmn. Sat. — Qual. for Sun. Pro prac. 80 to 500cc classes. $1000 purse 125/250/500 Pros. 30% trophies to Sptsmn. P.B. 10 places. Special prizes, drawings, Bosch bounties, contingencies. Memb. reqd. Entry Pro $25 mail, $35 post, Sptsmn. $10 mail, $15 post. $30,000 Series purses, $20,000 Sptsmn. prizes. Mail Entry AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

May 28

CMC/KAWASAKI MOTOCROSS SERIES
Saddleback Park, Orange, CA. All classes P.B. to pros, Trophies to Sptsmn. Post entry only. CMC Memb. Reqd. Gates open 7:30 a.m., Prac. 8, Race. 9. Kawasaki 250 to rider w/hi points. 714/558-1584.

U.S.M.R.A. MINICYCLE RACING
Elsinore Rcwy, Elsinore, CA. 1 m. N. of H-71 between Central and Railroad Canyon Rd. Pee Wee thru 125 classes. 33% same day trophies to Sptsmn. O/N camping. P.B. to mini, 100, 125 Pros. Prac 8 a.m. Race 9 Memb. required. 300 Pomona Mall West, Pomona CA 91766. 714/622-0773.

CMC MOTOCROSS
Carlsbad Rcwy, Carlsbad, CA. All classes. Entry Sptsmn. — $7 mail, $10 post, Pro — $12 mail, $15 post. Gates open 7 a.m., Prac. 8, race 9. CMC license required. Mail to CMC P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323. (every 4th Sunday a points race)

CRC MOTOCROSS
Racing World, Escape Country, Trabuco, Cyn., CA. All classes. 2 motos and cash for Pros., 3 motos and 30% trophies for Sportsman. Entry $10, $13, Pro, Membership required. Gtes open 7 a.m., prac. 8, race 9:30. 213/830-7519.

MOTOCROSS
Cycle Haven Pk., Long Beach, LCA. Across from L.B. Naval Base, 1 Blk. East of V. Thomas Bridge. All classes. 33% Trophies. Entry $8, $12 Pros. $2 gate adm. Prac. 7:30 a.m., Race 9. (213) 832-6844, 547-1818.

S.A.M. HSMX
Saddleback Park, Orange, CA. All classes. 30% Trophies, Qualifying for Varsity and JV letters, Athletic awards. Entry $10. CMC license reqd. Parent approval form reqd. Gates open 7:30 a.m., prac. 8, race after. Decals and contingencies from Duralube, Super Seer, PJ1. 714/559-0199.

J'HONT/CMC MOTOCROSS
Hollister Hills, Hollister, CA. All classes + O.T. & Vets. Entry $10, $15 Pro. 100% Pro P.B., 30% Trophies to Sptsmn. Gates open 6:30 a.m., prac. 8, race 9. O/N camping. 408/245-8448, 733-9545, 996-0987.

OPEN PRACTICE
Perris Rcwy, Perris, CA. H-74, off at Ellis Ave. West side. Sidehacks invited. 714/960-2501.

AMA SHORT TRACK
Salinas Airport, Salinas, CA. H-101 & Airport Blvd. 100 thru Open & Mini Bike classes. 100% P.B., Entry $5, $7 Ex. Prac. 10:00 a.m., race noon. 408/899-2401, 394-8225.

AMA SHORT TRACK
Pioneer Arena, Oakdale, CA. 500cc & under classes. Entry — $5. Class C traction. Semi-Pro 100% P.B. 209/847-5558.

AMA SEMI-PRO MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. 100% Ex. P.B., 30% Trophies. Entry $15 Ex., $9 others. Gates open 6:30 a.m., Prac. 8:30, race 9. 415/634-3328, 634-1667.

COLORADO

WERA ROAD RACE
Pueblo Motorsports, Pueblo, CO. Rt. 50, West of Pueblo. All classes & Beginnrs. Trophies. Entry $22, $7, $5. WERA memb. reqd. 303/751-2263.

OREGON

OREGON STATE ENDURO
Lees Camp, OR. 125 thru Open AA, A, B classes. AMA National Championship Enduro. 125 mi. Patches and finisher pins. Entry $15 per rider, 240 limit Start 9:01 a.m. to 14000 S. Forsythe Rd., Oregon City, OR 97045. 503/637-3725, 656-5801.

OKLAHOMA

COR MOTOCROSS
Central Oklahoma Rcwy, Edmond, OK. 10 mi. East of I-35 on H-66. All classes. Prac. 10 a.m., race noon. 405/341-2833.

TEXAS

MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX. 8 mil S OF Whityney on H-22. Nov thru Ex classes. $705 purse. 50% of gate in bad weather. Trophies thru 6 places. Free Keg beer. Entry $6, $8 Expert Nov. race at 10 a.m., Int, Ex at 1:30 p.m. 817/694-2901.

OAK HILL MOTOCROSS
Oak Hill, Alvord, TX. North of Decatur 7 mi. on 287-81, exit Mt. Zion Rd., follow signs 3 mi. to track. $705 guaranteed purse or 50% of gate in bad weather. Entry:$5 Nov, Mini, OT; $6 Int; $8 Ex. Rt. 1, Box 71, Alvord, TX 76225. 817/427-2663.

WASHINGTON

MOTOCROSS
Thurston Country OHV Pk, WA. 16 mi. West of Olympia on H-8. All classes. Trophies only. Pros welcome. Entry $6. prac. 9:30 a.m., race 10:30. 509/753-8136.

FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

MINICYCLE MOTOCROSS
Mother's Day

MAY 14
Sprockets Park
Bakersfield, CA

•3 ft. trophies 1st. place
•30% trophies
•Special Mothers' Moto
•Top 3 Mothers 3 ft. trophies

Grand Prize Drawings
3 Skateboards

Entry $8 all classes
AMERICAN MOTO-CROSS A.M.E. INC ENTERPRISES
Sanctioned
213-881-5778

RACING WORLD ESCAPE COUNTRY
Southern California's only motor recreation park with OVERNIGHT CAMPING
714-581-6400
OPEN 7 DAYS A WEEK
Racing Schedule
MAY 14 CRC Motocross
MAY 21 Trans-AME $3,000 Purse

Less Sound = More Ground

DeAnza Cycle Park Racing Club
MX Racing Every Sunday
Member Sportsmen $7.00
Member Experts $12.00
non-members add $2.00
Free overnight camping
Points to members
100% Trophies to Minis
Pay Once, Stay All Weekend
Gate opens 7am Practice 8:30 Race 9:30
30% Same Day Trophies
714-653-5840 or 653-7979
213-531-8603

Read it, heed it — Cycle News

SADDLEBACK SAT. MX
Motocross Every Saturday
Pros — 2 — 40 minute motos
Sportsmen — 2 — 30 minute motos
info: 714-495-4771

Coca-Cola Bottlers Superbowl of Motocross Number VII L.A. Coliseum
JUNE 24

1st Annual Mountain States Championship Motocross Races
$5,000 Guaranteed Minimum Payback
Memorial Day Weekend
SUNDAY, MAY 28 Corvallis, Montana
MONDAY, MAY 29 Missoula, Montana
Membership required
admission $2.50
Sponsored by Missoula Dist. and Lucky Beer
for info: 406-273-6909

PERRIS RACEWAY
(714) 960-2501, 657-8917
Every Saturday Night TT & Short Track
May 14 - Dirt Diggers M.C. 5th Annual Dinosaur Run- 4 strokes only

WANT ADS

Help Wanted

Yamaha Parts Person
Immediate opening for experienced parts & accessories person. Apply at Burbank Yamaha, 1801 W. Burbank Blvd., Burbank, CA 91506. (213) 845-8738. (18)

Want Journeyman Harley-Davidson mechanic
For work in largest, exclusive Harley dealership in Washington State. Must be experienced, have references and want steady year around employment. Salary negotiable. Send resume to Harley-Davidson of Washington, 14210 N.E. 20th, Bellevue, WA. (20)

Yamaha mechanic/manager
Santa Barbara area, excellent opportunity for experienced Yamaha mechanic. Send resume to Yamaha of Goleta, 340 Pine Ave., Goleta, Calif. 93017. (805) 964-7714. (43/TFN)

WANTED: Full time experienced Yamaha partsman. (213) 635-8058. (50/TFN)

Honda/Kawasaki
Parts, sales & service. Applications now being taken. Experienced, aggressive energetic person only. Orange County No. 1 volume dealership. (714) 842-5751 or (714) 541-8694. (TFN)

Parts Manager, Mechanic, Sales
Must have Honda-Yamaha experience. Paid vacations and holidays. Send resume to: P.O. Box 34423, Bethesda, MD 20034. (301) 428-0030. (20)

Honda mechanics
Large Honda dealer in Western Massachusetts needs experienced mechanics now! Excellent income potential, plenty of work. Contact Andy Popoli, Popoli's Honda, Rt. 20, Westfield, MA 01085. (413) 562-5661. (19)

Machinist
Machinist with experience on horizontal and vertical milling machines, drill press and lathe, etc. Good wages. Please call Gil at (213) 998-1977 for appointment. (TFN)

Honda mechanic wanted
Commission, five-days a week, year round employment and benefits. Ask for Paul (714) 531-0742. (TFN)

EXPERIENCED PARTS & ACCESSORIES person, references required. Pasadena Kawasaki (213) 795-0245. (TFN)

Salesman wanted
Knowledgeable, experienced salesman in new ownership. Inquire Tuesday thru Thursday. S.B. Ask for Tom or Jack (213) 884-0413. (TFN)

Yamaha motorcycle mec. wanted
Full time. 50% commission, guaranteed, plus benefits to the right qualified person. Fullerton Yamaha, 1835 West Commonwealth Blvd., Fullerton, CA. (714) 870-9720. (18)

Yamaha mechanic needed
Call collect, ask for Biscuits, Cycle Town — San Rafael, CA. (415) 456-0335. (20)

Opportunity knock!
Large new Honda dealer needs super sharp parts & accessories salesman, and one dynamite motorcycle salesman. Top money paid for the right man. Apply at California Honda (213) 272-3559. (21)

Honda Kawasaki flat rate mech.
Parts & sales help wanted. Here's your chance to join the fastest growing dealership in the Southeast. Immediate openings for experienced people. Call Bob Dellorto (813) 971-8171. (21)

Yamaha mechanic wanted
Experienced only. Good hours and good pay. Contact: Dale Modern Cycle, 225 E. Baseline Ave., San Bernardino, CA. (714) 884-6464. (20)

Yamaha salesman
Experienced preferred for South L.A. Shop. Good pay and benefits. Send resume. P.O. 3704, Long Bech, CA 90803. (19)

DUE TO RECENT EXPANSION we have an opening for a person experienced in parts and accessory sales. Excellent benefits. Medical & dental plan. Contact Len at: T&O Yamaha, 24020 Narbonne Ave., Lomita, CA 90717. (213) 534-2311. (17)

Our mechanics earn $20,000 per year
Imm. opening for full journey MC mechanic. $10.– per mfr's flat-rate hr. Year-a-round emply w/larger, well est. dlr. Yamaha — BMW — Triumph —Moto Guzzi — Norton — Ducati. San Francisco Bay Area. Send brief work history w/1st reply. CYCLE SPORTS, 2355 El Camino, Santa Clara, CA 95051. (TFN)

Telephone Accessory Sales
Orange Co. based distributor of motorcycle and snowmobile accessories has good opportunity for experienced salesperson. Knowledge of motorcycles desireable. Some travel required. Non-Commission. Submit resumes in confidence to: Cycle News, Inc., P.O. Box 498 WA, Dept. M.M., Long Beach, Calif. 90801/Equal Opportunity Employer. (18)

Free Land Use Carpool ads to run

If you read the last two issues of Cycle News, then you know that the BLM might end up declaring a lot of good riding areas "wilderness" and closing them just because established trails don't meet their definition of "road" in their search for roadless areas. But first they are going to have a series of meetings to get public input. It is vital that motorcyclists attend these meetings. Cycle News will publish free ads requesting or offering rides or carpools to these or any other meeting of importance to the future of motorcycling.

The procedure is simple. Use the want ad blank, putting the destination and date in the bold headline space and then using the lines underneath to tell where you live, if you need a ride or are offering one, and your phone number. Mark the form "Land Use Carpool" and mail it to Cycle News, P.O. Box 498, Long Beach, CA 90801. We'll run the ad right up to the date of the meeting. Try and keep it under 25 words if possible.

Samples

Sacramento — Apr. 19
Fresno area rider needs a ride. Will share expenses. 000/999-000.

Nevada — Apr. 18 & 20
Las Vegas man with van going to Las Vegas (4/18) and Carson city mtgs. Need passengers to split gas money. 000/000-001.

JT LEATHERS — Like new, #32, red/yellow/black, $65.00. CR-125 rear wheel — new and complete, $60.00. If nobody answers, call again. I need cash! (714) 673-7542. (18)

'77 Bultaco 250 and 370
Pursangs. Ridden twice, showroom condition, extras, $800 each. New 15", ¾" S&W shocks with springs, $70. New 15" Betor gas shocks with springs, $50. (213) 771-3896. (18)

'72 two seater Dune Buggy
1600cc dual port, shorten V.W. frame with factory roll cage. Has 16" farm tires on 15" wide rims. Solid mounts, Teepee exhaust, tow bar, excellent shape, $1000.00. (213) 392-4094. (18)

'72 PENTON 125 ENDURO. 6 speed ISDT, licensed, street legal, clean, good condition, extras. $375. (213) 286-4697. (18)

Honda CR 125 Elsinore, $400
Must sell it cheap. Need money, many extras, 1976. (213) 998-0505. (18

1976 RM125B Suzuki
Desert tank, Works shocks, aluminum bars, good condition. Price ? After 5 p.m. (714) 830-8941. (18)

Going racing?
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Gold rim model. In super condition. Air forks. Want to buy home. Asking $1450.00. (213) 869-3135. (18)

Ossa Wildfire
Runs good, spare engine, tank, seat, tire, wheel, tach. New English Dunlap on rear. $250. (213) 835-7596. (18)

'76 RM370 & Can-Am 125 TNT
Both tricked-out w/best stuff, C-A has 500 mi., st. leg. lic. both excellent, cared for, must see. C-A $550, Suz. $650. Both $1100 or OBO. (213) 284-8501. (18)

1975 Suzuki TM 250
Excellent condition, $549. Call anytime (714) 639-3928. (18)

Champion Can-Am want TT 500
Nic. plate, Barnes, Mikuni, H.D. Airheart, R-shift, 2 pipes, TT & FT wheels, stock MX frame, seat, wheels, etc. Incl. $1500. Will consider TT 500 Yam. of equal value. (714) 579-0083. (18)

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Immaculate condition, Calafia fairing, $649. (714) 639-3928. (18)

'78 RM-125C
Perfect cond. Engine is stock, ports are cleaned and matched. New top end. Metzelers, xtras. Really nice bike, never raced need cash for a truck. $775.00. Aft. 7 p.m. (213) 469-8731. (18)

Trident * Jubilees * Rickmans
New 1975 T-160 Tridents, Silver Jubilees, and Rickman 125s. Arnold Motorcycle Co., Memphis. (901) 327-2825 days; (901) 388-1273 nights. (18)

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I to IV rail. Call Custom City Yamaha for prices. Open 7 days. (213) 635-8058 or (714) 636-3381. (19)

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Scot-Pro Hand Gard for desert/street. $17.20. Shipping included. NW PARTS, 245 N. 99W, McMinnville, OR 97128. (19)

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Every factory option plus Bilstein Shox, mags. $3,800. See it at Cycle News headquarters. (213) 427-7433, Mr. Klinger 9-5 Mon.-Fri. (TFN)

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Brett Meyer's D.G. pro port, pipe, gold head, gold D.G. swingarm, Luft resv., gold rim, 8 ga. spokes, Metzelers, best poss. condition. $800. Also '77½ 125D practice, basic stock, port & pipe, $650. (714) 633-2631 or (714) 956-7513. (18)

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JT unleathers, used once, JT on back. Size M. $75.00 or best offer, must sell. (213) 421-7496. (TFN)

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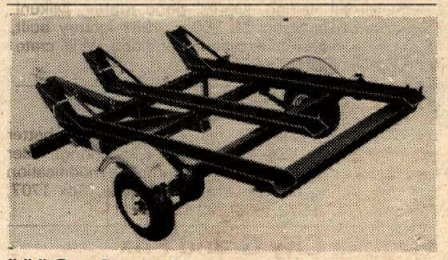

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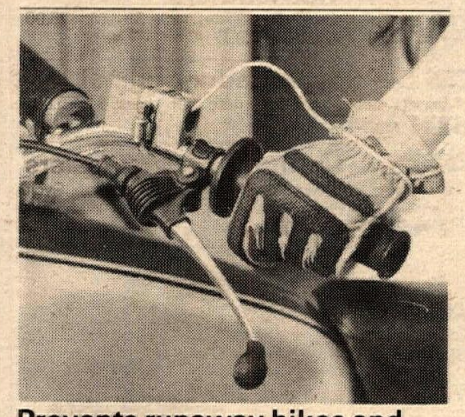

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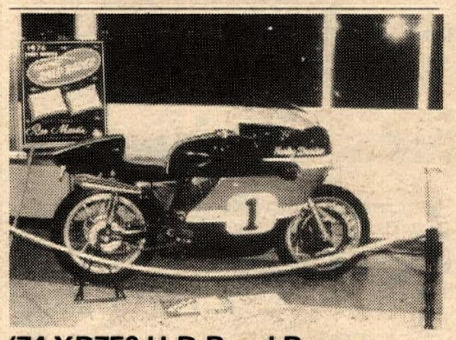

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9000 miles, also '75 RD 125, 4000 miles. Both in good condition. Call for more info. Days (213) 973-2571, eves (213) 393-9188. Ask for John Hayden. (18)

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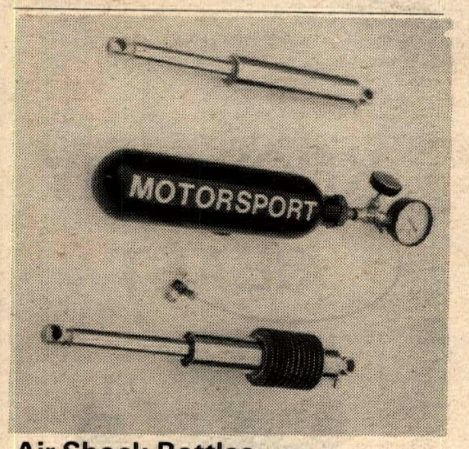

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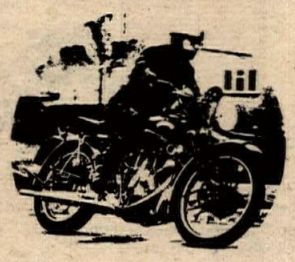

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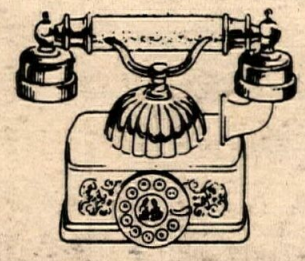

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